The Hong Kong Daily Press.

No 4513 號三十一百五千四第 日十二月三年申壬治同 HONGKONG, SATURDAY, 27TH APRIL, 1872. 大拜禮 號七念月四英 港香 [PRICE $2½ PER MONTH

[PRICE $2½ PER MONTH

Arrivals.

April 26, APOUNE, French bark, 417, Calve, Singapore 18th April, 8,300 piculs Rice.—CHINESE.

April 26, GLENGYLE, Brit. str., 1,265, Lamont, Canton 26th April, General.—OLYPHANT & Co.

April 26, E. M. YOUNG, Brit. bk., 345, Michen, Saigon 4th April, and Cape St. James 7th, 500 tons Rice.—ORDER.

April 26, EMERALD, Brit. str., 353, Thebaud, Foochow 21st April, and Amoy 25th, General.—E. J. SAGE.

April 27, PARNASUS, Brit. str., 1,068, Froud, London March 6th, Malta 15th, Port Said 20th, Suez 24th, Penang 13th April, and Singapore 20th, General.—HOLLIDAY, WISE & Co.

Departures.

April 26, CAMBODGE, str., for Shanghai.
April 26, LORD OF THE ISLES, str., for Shanghai.
April 26, SUNSHINE, str., for Manila.
April 26, YOT-TUNG, str., for Swatow.
April 26, ASHBURTON, for Saigon.
April 26, LUCKY, for Bangkok.
April 26, MARIA LOUISA, for Tientsin.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, APRIL 26TH.

None.

Passengers.

The following passengers proceed by the P & O. Co.'s steamship *China*, to-day, at noon,—

For Singapore.—The Hon. Mr. Birch, Mr. and Miss Heller, Mr. and Mrs. J. W. Smith, Messrs. Howard, Kipling and Skelton.

For Southampton.—Messrs. W. H. Burden, C. Eastman, T. S. Aschebong, and two Europeans.

Per *Emerald*, str., from Foochow, &c.—328 Chinese.

Reports.

The French bark *Aponne* reports left Singapore on 18th April, experienced strong S.S.E. winds and high sea to the 22nd April, after which moderate to arrival.

The British bark *E. M. Young* reports left Saigon on 4th April, and Cape St. James on the 7th, had light N.E. winds till off the Paracels, then light Southerly and S.E. winds and calms to arrival.

The British steamship *Parnassus* reports left London on 6th March, Malta on the 15th, Port Said on the 20th, Suez on the 24th; arrived at Penang on April 15th, left again on the 16th; arrived Singapore on the 20th, and left again same day at 8 p.m., experienced light winds and fine weather throughout the passage.

The British steamship *Emerald* reports left Foochow on 21st April, and Amoy on the 25th, had fine weather the entire passage; passed five steamers, bound N., names unknown; left in Amoy, H.M. ships *Iron Duke, Salamis, Rinaldo, Dwarf* and *Teazer*, also steamers *Yesso, Godavery* and *Geelong*.

Auction Sales To-day.

H. N. MODY.
Cotton.

J. M. ARMSTRONG.
Oleographs and Japanese Ware.

COMMERCIAL BILLIARD AND REFRESHMENT ROOMS,
QUEEN'S ROAD CENTRAL.
Tiffin from 1 o'clock to 2.30 P.M.
J. R. WHITE.
tf 650 Hongkong, 8th April, 1872.

ASHBY'S ALE
LANE, CRAWFORD & Co.
14d 719 Hongkong, 19th April, 1872.

E. R. HANDLEY,
HOUSE AND SHIP PLUMBER COPPER SMITH, BRASS FOUNDER AND GAS FITTER.
(LATE PATERSON & HANDLEY),
70 F. Praya West,
Next to the P. & O. Coal Stores,
tf 1681 HONGKONG. [Sept. 15

FOR SALE.
THE American Steamer
"YOKOHAMA MARU,"
591 Tons Register, Built in New York, in 1863.
Carrying capacity, 6000 Piculs dead weight, exclusive of coal.
Coal Bunkers, 125 Tons.
Draft of water, 13 ft., deep load line.
Engines, direct acting vertical.
Cylinders 26 by 26.
For further particulars, apply to
RUSSELL & Co.
tf 576 Hongkong, 26th March, 1872.

FOR SALE.
CHOICE CAVITE CHEROOTS AND CIGARS.
H. COHEN,
Bird's Lane.
tf 368 Hongkong, 23rd February, 1872.

JUST LANDED.
A GOOD assortment of Gentlemen's and Ladies' BOOTS, at moderate prices.
AYRES & Co.
9 Hongkong, 2nd January, 1872.

FOR SALE.
100 CASES, each 1 dozen Quarts, Fine Dessert CLARET.
55 Cases, each 1 dozen Quarts, Fine Pale Dry SHERRY.
SANDER & Co.
tf 2174 Hongkong, 19th December, 1871.

FOR SALE.
A SUPPLY of very Superior Old PORT WINE, from Oporto, via Liverpool.
Dark PORT of the year 1858.
Light PORT of the year 1834.
J. J. DOS REMEDIOS & Co.
1m 701 Hongkong, 16th April, 1872.

MANILA.
FRENCH HOTEL,
BINONDO No. 37.
THIS Hotel has been thoroughly renovated, and is now open for families and gentlemen desiring first class accommodation.
A fine Billiard Table is connected with the House, and the best of Wines and Liquors will be kept constantly on hand.
All Languages spoken.
EDWARD VERRIL,
LALA ARI, *Manager.*
Proprietor.
Manila, February 10th, 1872. [345

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. Tennent, Glasgow, and Messrs. David Corsar & Sons Arbroath.
ARNHOLD, KARBERG & Co.
tf 419 Hongkong, January, 1867.

A. MILLAR & CO.,
HOUSE, SHIP, AND STEAMBOAT PLUMBERS,
COPPERSMITHS & BRASSFOUNDERS,
No. 1, Queen's Road East and Nullah Lane,
Opposite H.M. Naval Dock Yard.
tf 387 Hongkong, 1st March, 1871.

Banks.

THE BANK OF CHINA.

CAPITAL—Tls. 2,500,000, in 25,000 Shares of Tls. 100 each;

Tls. 25 per Share payable on allotment, and the remainder in such sums and at such times as the Directors may determine, but so that at least three months' notice shall be given of every call;

WITH POWER TO INCREASE TO Tls. 5,000,000.

Provisional Committee.

O. O. BEHN, Esq.,
Messrs. W. Pustau & Co.
FRAMJEE HORMUSJEE, Esq.,
Messrs. Framjee Hormusjee & Co.
A. A. HAYES, JR., Esq.,
Messrs. Olyphant & Co.
C. J. KING, Esq.,
Messrs. Chapman, King & Co.
R. W. LITTLE, Esq.,
Messrs. Little & Co.
J. A. MAITLAND, Esq.,
Messrs. Thorne Brothers & Co.
D. REID, Esq.,
Messrs. Reid & Co.

Standing Counsel.
R. W. M. BIRD, Esq., *Barrister-at-Law.*

Secretary to the Provisional Committee.
JAMES GILFILLAN, Esq.

WITH reference to the Prospectus issued on the 17th January, the Provisional Committee have now to inform intending Shareholders that, owing to various delays, the necessary arrangements for the Bank's legal constitution have not yet been completed.

When these are fully concluded, due notice will be given, and the Provisional Committee will at the same time state the final date for the receipt of applications for shares.

Forms can be obtained in Shanghai on application to the Secretary.

By order of the Provisional Committee,
J. GILFILLAN,
Secretary.
Shanghai, 9th April, 1872. [704

DEUTSCHE NATIONAL BANK AT BREMEN.

THE CAPITAL OF THIS BANK IS 15,000,000 THALER, OR £2,250,000,
DIVIDED INTO
75,000 SHARES OF 200 THALER, OR £30 EACH,
OF WHICH ONE HALF, OR 37,500 SHARES,
REPRESENTING A CAPITAL OF
7,500,000 THALER,
HAVE BEEN ISSUED.

THE Undersigned having been appointed Agents for the above Bank at this port and Shanghai respectively, are prepared to
GRANT DRAFTS ON THE HEAD OFFICE,
of the Bank at Bremen, direct, or payable at London.
MELCHERS & Co.,
Hongkong.
SIEMSSEN & Co.,
Shanghai.
tf 485 Hongkong, 9th March, 1872.

HONGKONG & SHANGHAI BANKING CORPORATION.
SUBSCRIBED CAPITAL-5,000,000 of Dollars.

Court of Directors:—
Chairman—T. PYKE, Esq.
Deputy Chairman—S. D. SASSOON, Esq.
E. R. Bellios, Esq. H. Melchers, Esq.
W. H. Forbes, Esq. G. F. Weller, Esq.
A. Joost, Esq.
Wm. Lemuir, Esq.

Managers:—
Hongkong—James Greig, Esq., Chief Manager.
Shanghai—David McLean, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months' 2 per cent. per annum.
" 6 " 4 " " "
" 12 " 5 " " "
LOCAL BILLS DISCOUNTED.
Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
JAMES GREIG, *Chief Manager.*
Offices of the Corporation,
No. 1, Queen's Road East.
tf 1062 Hongkong, 16th February, 1872.

NORTH CHINA INSURANCE COMPANY.

MR. DOUGLAS JONES is authorised to sign Policies, and act on behalf of the above company at Hongkong, from this date.
By order of the Court of Directors,
HERBERT S. MORRIS,
Secretary.
tf 536 Shanghai, 21st March, 1872.

HONGKONG AND CHINA GAS COMPANY, LIMITED.

DURING the temporary absence of the undersigned, Mr. W. D. AUTEY has been appointed Acting Manager.
A. NEWTON,
Manager.
tf 561 Hongkong, 22nd March, 1872.

FOR SALE.
RELIABLE VACCINE LYMPH, in quantities of not less than 1 Dozen Tubes, can be had
AT
THE HONGKONG DISPENSARY.
tf 580 Hongkong, 16th March, 1872.

FOR SALE.
Just landed, ex "Dioscuren," via Hamburg.
A SMALL Invoice of "Feod-Meinhard's Aromatic Angostura BITTERS, particularly adapted and appropriate for Tropical climates, and is recommended for its aroma and tonic qualities.
Apply to
MARQUES & Co.,
Queen's Road.
tf 379 Hongkong, 26th February, 1872.

RECEIVED BY THE S. S. *AVA.*
LARGE assortment of White and Colored French SHIRTS.
New shapes of Gentlemen's COLLARS.
Ladies' BOOTS.
And French PERFUMERY.
A. R. MARTY.
92, Queen's Road,
Hongkong, 16th April, 1872. [1m 702

WANTED, by a respectable Young Person, a passage Home to England, for attendance on a Lady on Board. Address X. Y. Z., *Daily Press* office.
tf 690 Hongkong, 13th April, 1872.

FOR SALE.
W. SCHMIDT & Co. have received by late arrivals a very fine Assortment of BREACH-LOADING FOWLING PIECES in Solid Leather and Canvas Cases; also, complete LOADING APPARATUS for same, and LEATHER CARTRIDGE BELTS, &c., &c.
tf 143 Hongkong, 20th January, 1872.

Intimations.

THE MERCHANTS' MARINE INSURANCE COMPANY (LIMITED.)

HEAD OFFICE—1, ROYAL EXCHANGE BUILDINGS, LONDON.

Bankers.
THE NATIONAL BANK OF SCOTLAND, Nicholas Lane, London, and its Branches.
Underwriter. *Secretary.*
JOHN JOSEPH TIDD. JOSEPH ANGUS.

DURING each year it is proposed to pay the Shareholders, Half-yearly, upon their paid-up Capital, interest at the rate of 5 per cent. per annum; and, so soon as practicable after the expiration of each year, a Profit and Loss Account will be made up, showing the results of the business, due provision being made for all outstanding risks.

Out of the Profits will first be paid an additional 5 per cent. on the paid-up Capital, making, with the interest to be paid, as explained above, 10 per cent. to the Shareholders.

Before any further division of Profits takes place amongst the Shareholders, one-fourth, say 25 per cent. of the residue, will be rateably divided amongst those Insurers out of whose business Profits have been made during the year.

The undersigned, having been appointed Agents for the above Company at this Port, Shanghai, Foochow, Hankow, and Yokohama, are prepared to accept Marine Risks at current rates.

GILMAN & Co.,
Agents.
tf Hongkong, 20th November, 1871.

NORTH CHINA INSURANCE COMPANY, 1869-71.

NOTICE is hereby given, that a Fifth Dividend of Tls. 100 per Share will be paid to Shareholders at the Oriental Bank, Shanghai, on and after FRIDAY, the 22nd instant.
By order of the Court of Directors,
HERBERT S. MORRIS,
Secretary.
tf 556 Shanghai, 18th March, 1872.

NORTH-CHINA INSURANCE COMPANY.
NOTICE.
SHAREHOLDERS are invited to furnish a statement of the net Premia attaching to their shares for the term 1869-71, before the 1st May next; after that date the adjustment of the bonus due to contributors will be made according to the books of the Company.
By order of the Court of Directors,
HERBERT S. MORRIS,
Secretary.
tf 538 Hongkong, 18th March, 1872.

CONSULAT DES DEUTSCHEN REICHES.
ZU CANTON, 22 APRIL, 1872.

NACH Artikel 2 des Friedens Vertrages vom 10ten Mai 1871 in Verbindung mit Art: 1 der Zusatz Convention vom 11ten December 1871 steht den aus Eleass-Lothringen herstammenden und ausserhalb Europa's lebenden Personen bis zum 1ten October 1873 die Wahl zwischen der deutschen und französischen Nationalität frei. Die Entscheidung für die französische Nationalität muss durch eine vor einer französischen Gesandschafts— oder Consulats-Kanzlei abgegebenen Erklärung oder durch Immatrikulation bei einer solchen Kanzlei erfolgen. Die französische Regierung wird der Deutschen vierteljährlich auf diplomatischem Wege namentliche Verzeichnisse über diese Erklärungen mittheilen.

Ferner ist in dem Schlussprotocolle zu der Zusatz-Convention vom 11ten December 1871 bestimmt, dass alle aus den abgetretenen Gebieten herstammenden Personen, welche gegenwärtig in der französischen Armee oder Flotte in irgend welcher Eigenschaft, auch als Freiwillige oder Einsteher, dienen, entlassen werden sollen, sobald sie der zuständigen Militair Behörde die Erklärung vorlegen, dass sie sich für die Deutsche Nationalität entschieden haben. Diese Erklärung ist in Frankreich bei der Mairie ihres zeitweiligen Garnison's-oder Aufenthaltsortes abzugeben und wird im Auszuge in der oben bestimmten Weise der Deutschen Regierung mitgetheilt werden.

Die vorstehenden Bestimmungen werden hiermit zur Kenntniss der Betheiligten gebracht.

Der Kaiserlich Deutsche Konsul,
7d 745] C. LUEDER.

WANTED.
A SITUATION in a Mercantile Office or Bank at any of the Ports of China, Shanghai or Yokohama preferable, by one who has great experience as a Book-keeper; writes a good hand, and can undertake corresponding on business matters.
Apply to E. V. C., care of the Editor of the *Daily Press.*
tf 1708 Hongkong, 6th October, 1871.

NOTICE.
I HAVE this day established myself at this port as GENERAL MERCHANT AND COMMISSION AGENT, under the style or firm of
H. JURGENS & CO.
H. JURGENS,
No. 25, Water Street.
1m 710 Yokohama, 3rd April, 1872.

THE interest and responsibility of Mr. HENRY SMITH in our firm ceased on the 31st March, and Mr. RANDALL HOWELL PYE is admitted a partner therein from this date.
ELLIS & Co.
1m 639 Amoy, 1st April, 1872.

NOTICE.
THE partnership formerly existing between the undersigned, notice of dissolution of which was given in the public papers, dated the 9th March, 1872, has this day been renewed, and the business will be carried on as heretofore at the premises, No. 96 and 98, Queen's Road Central, under the style or firm of "M. & E. ULMANN."
MORIS ULMANN,
EMANUEL ULMANN.
625 Hongkong, 4th April, 1872.

MR. H. J. SMITH and Mr. P. BAPP have been admitted partners in our firm from the 1st September, 1871.
F. BLACKHEAD & Co.
tf 613 Hongkong, 1st April, 1872.

MR. ERNST FUNFGELD is authorized to sign our firm, per procuration, from this date.
GRÜN & Co.
tf 612 Hongkong, 1st April, 1872.

MR. CARDROSS GRANT is authorized to sign our firm from this date.
BRADLEY & Co.
tf 608 Swatow, 30th March, 1872.

MR. CARL RICHARD HEERMANN and and MR. JULES KEISER have been admitted Partners in our firm.
CHS. J. GAUPP & Co.
2m 557 Hongkong, 1st March, 1872.

NOTICE
MR. H. SEYMOUR GEARY, Mr. TOBIAS PIM, and Mr. JOHN F. SEAMAN, Jr., are this day admitted partners in our firm in Hongkong and China.
OLYPHANT & Co.
tf 1 Hongkong, 1st January, 1872.

MR. THOMAS PICKERING DROWN is a partner in my business from this day, which will in future be conducted under the Style or Firm of E. VINCENT & Co.
E. VINCENT.
tf 1676 Swatow, 2nd October, 1871.

THE undersigned have established themselves as Merchants and Commission Agents at this port, under the Firm or Style of FREWIN & Co.
HENRY FREWIN.
EDWARD HERTON.
tf 17 Swatow, January 1st, 1872.

Auctions.

PUBLIC AUCTION.

THE Undersigned will sell by Public Auction,
THIS DAY,
the 27th instant, at noon,
At the Godown of D. NOWROJEE, Esq., Wanchai,—
42 Bales Bombay COTTON.
Ex S. S. "China,"
More or less Damaged by Sea Water.
(For account of concerned).
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
H. N. MODY,
Auctioneer.
770 Hongkong, 25th April, 1872.

PUBLIC AUCTION.

THE Undersigned will sell by Public Auction,
THIS DAY,
the 27th April, 1872, at 2 P.M.
At his Sales Rooms, Queen's Road,—
A few beautiful OLEOGRAPHS, after Old Masters and Modern Painters, handsomely framed and glazed, comprising:—
"THE NIGHT WATCH," Rembrandt, 24 ins. by 20 ins.
"THE YOUNG BULL," Paul Potter, 24 ins. by 17 ins.
"THE LAST SUPPER," Leonardo da Vinci, 27 ins. by 14½ ins.
"THE FIGHTING TEMERAIRE," J. M. W. Turner, R.A., 7 ins. by 10 ins.
"CHILDE HAROLD'S PILGRIMAGE," J. M. W. Turner, R.A., 7 ins. by 10 ins.
"CROSSING THE BRIDGE," Sir A. W. Calcott, 7 ins. by 10 ins.
"A SINGING LESSON," Schlosser, 27 ins. by 19 ins.
"AT THE WATERING PLACE," Mahlknecht, 30 ins. by 20 ins.
And LANDSCAPES, by F. Krause, Haupe, &c.
And,
An Assortment of JAPANESE LACQUERED-WARE, BRONZES, &c., comprising: CABINETS, BOXES of various description, TRAYS, BRONZE ORNAMENTS, &c., &c., &c.,
TERMS OF SALE—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.
J. M. ARMSTRONG,
Auctioneer.
744 Hongkong, 26th April, 1872.

PUBLIC AUCTION.

THE Undersigned has received instructions from J. W. TERRY, Esq., to sell by Public Auction, on
MONDAY,
the 29th day of April, 1872, at No. 6, Pottinger Street, at 2 o'clock P.M.—
The whole of his HOUSEHOLD FURNITURE, comprising TABLES, CHAIRS, COUCHES, ENGRAVINGS, MIRRORS, WARDROBES, Brass BEDSTEAD, CHEST of DRAWERS, SIDEBOARD, CROCKERY, GLASS, and PLATED WARE, CUTLERY, &c., &c.
And 1 PIANO.
Catalogues will be issued.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.
J. M. ARMSTRONG,
Auctioneer.
748 Hongkong, 23rd April, 1872.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, at the Wanchai Godowns of Messrs. GIBB, LIVINGSTON & Co., at 12 noon, on
TUESDAY,
the 30th instant,—
The remainder of the CARGO saved ex steamer *Hailoong*, consisting of OPIUM, Grey SHIRTINGS, Grass CLOTHS, T-CLOTH, &c., &c., &c.
Particulars of the lots will appear hereafter.
TERMS OF SALE.—Cash on delivery in Hongkong Currency weighed at 7.1.7.
C. D. BOTTOMLEY,
Auctioneer.
781 Hongkong, 27th April, 1872.

PUBLIC AUCTION.

THE Undersigned has received instructions from Messrs. ROZARIO & Co., to sell by Public Auction, (if not previously disposed of by private contract,) on
TUESDAY,
the 30th April, 1872, at noon,
At Messrs. NORTON, LYALL & Co.'s Godowns,—
Ex "Vanguard,"
(Captain LUCKES.)
806 Tons of Rhonda Merthyr (smokeless) STEAM COALS, in lots to suit purchasers.
The Coals to be taken delivery from Ship's side at not less than 75 tons per day.
TERMS OF SALE.—Cash before delivery in Mexican dollars weighed at 7.1.7.
CHAS. H. MORGAN,
Auctioneer.
782 Hongkong, 27th April, 1872.

FOR SALE.
MANILA HARDWOOD.
F. PEIL.
tf 418 Hongkong, 1st March, 1872.

FOR SALE,
Ex Steamer "Vizen."
5 CASES Geisenheimer ROTHENBERG, 1865, $14 a case.
10 cases Hochheimer DOMDECHANEY, 1865, $18 a case.
10 cases LIEBFRAUENMILCH, 1857, $20 a case.
10 cases Steinberger CABINET, 1865, $25 a case.
5 cases Rüdesheimer BERG, 1865, $17 a case.
The Wines being of a superior quality.
20 cases Quarts, de St. Marceaux & Co. Champagne, CARTE BLANCHE.
30 " Pints, do., do., do.
HESSE & Co.
tf 581 Hongkong, 27th March, 1872.

FOR SALE.
CHAMPAGNE—

G. H. Mumm's 1st quality.....	$15.00
Pints..	16.00
Do. "Extra 1st quality,"	16.00
Do. "Carte Blanche,"....	17.00
AMONTILLADO, bottled by the undersigned.....	13.00
Superior SHERRY, do. do. ...	10.50
Superior MEDOC, Vintage, 1865.....	6.00
Superior St. JULIEN, do.	10.00
Sparkling MOSELLE, P. A. Mumm's...	14.00
Pints...	15.00
Choice PORT, bottled for the undersigned	11.00
Hennessy's BRANDY, one star.....	7.00
Do. Liqueur do., "V.F.O.P".....	24.00

REYNOLDS & Co.
tf 266 Hongkong, 20th April, 1872.

LANE, CRAWFORD & Co. have been appointed SOLE AGENTS for the Sale of
BOKER'S BITTERS
IN CHINA AND JAPAN—and purchasers are warned to beware of Spurious imitations.
tf 52 Hongkong, 6th January, 1872.

NOTICE.
OFFICE OF THE HONGKONG PIER & GODOWN COMPANY, LIMITED.
7, PEDDER'S HILL, 16th March, 1872.
MR. MICHAEL MOSS has been appointed SECRETARY of the HONGKONG PIER & GODOWN COMPANY, LIMITED, and assumes charge from this date.
By order of the Directors,
N. B. DENNYS,
tf 526] *Acting Secretary.*

Intimations.

H. M. NAVAL YARD,
HONGKONG, *24th April*, 1872.

THE Naval Storekeeper hereby gives notice that TO-DAY, the 27th instant, at 12 o'clock at noon, he will be ready to treat under the Conditions contained in the Regulations for Her Majesty's Transport service, and the form of Charter Party which may be seen at this office, for the conveyance by steamer from Hongkong to Madras of (about)
3 Officers, 2 Ladies, 3 Children, 1 Staff Sergeant;
7 Native Officers, 404 Men, 68 Followers;
2 Women, 9 Children, and 3 Horses;
Being the Left Wing of the 13th Madras Native Infantry Regiment;
And, for the conveyance in the same vessel calling at Malacca for that purpose, of (about) 1 European Officer, 1 Native Officers, 110 Non-Commissioned Officers and men, and 12 followers, more or less, from Malacca to Negatapam, to be disembarked at Negapatam before or after disembarking the Left Wing of 13th M. N. I. at Madras, as most convenient to the owners.

Tenders are to be made at rates per head, and to state separate sums for the Troops from Hongkong to Madras, and for those from Malacca to Negapatam, distinguishing—
Officers, European;
Staff Sergeants;
Other European Soldiers;
Native Officers, entitled to screened or other berths;
Native Troops and followers;
Horses;
Which sums are to include conveyance, freight of Baggage according to Government scale (appendix of the Transport Regulations, and the Indian scales and custom for Native Troops): the supply of articles is specified in the Transport Regulations, appendix 15, 16, and 17, as well as such stores (especially those referred to in Article 97) and other things which are required by the Transport Regulations to be supplied by the owners, observing that half the number of Buckets are to be of leather or canvas for drawing water. Any fittings considered necessary by the surveying officers, and in accordance with the Transport and Indian Army Regulations, also cooking places, complete for Native Troops, to be supplied and erected by the owners to the satisfaction of the surveying officers. The Apparatus, &c., required by Article 99 A and 99 B, as the surveying officers may deem necessary, and whatever is requisite according to the caste and religious belief of the Native Troops, and usually conceded to them by the East Indian Authorities, will be provided and done by the owners.

Provisions, Water, Medical Comforts, and Bedding for the Staff Sergeants and Troops, as well as for their families, will be found by Government, also Forage for Horses.

Messing for European Officers or other 1 or 2 Class Passengers is to be supplied by the Owners, and will be paid for (in addition to the above charges per head) at the rates specified in Appendix 23 of the Regulations, which rates are to include the supply of Bedding and other requisites referred to in Article 201.

All Tenders must be made upon the printed form provided for the purpose, which can be obtained at this office, and be enclosed, in sealed envelopes, addressed to the Naval Storekeeper, and bear in the left hand corner the words "Tender for Conveyance of Troops."

No Tender will be received after 12 o'clock at noon on the day of treaty.

This notice is substituted for one previously given (before information was complete) on the same subject. [3d 769

CHINESE INSURANCE COMPANY, (LIMITED).
NOTICE.
IN conformity with the Special Resolutions adopted and confirmed at the Extraordinary Meetings of Shareholders held on the 23rd March and 13th April, altering Clauses Nos. 103, 104, 105, 107, and 161 of the Articles of Association, (such changes to take effect from 1st January, 1872), the Net Profits of the Company will, from that date, be distributed as follows, viz:—
Two-thirds (2/3rds) to all contributors, whether shareholders or not, in proportion to the net amount of premia contributed by each.
One-third (1/3rd) to be carried to the Reserve Fund.
OLYPHANT & Co.,
General Agents.
tf 716 Hongkong, 17th April, 1872.

THE HONGKONG PHOTOGRAPHIC ROOMS,
(Corner of Wellington and d'Aguilar Streets,)
ARE NOW OPEN,
FROM 10 A.M. TO 4 P.M.
PORTRAITS TAKEN WITHOUT REGARD TO WEATHER.
N.B.—The Photographic Rooms are over the *Daily Advertiser* Office.
E. RIISFELDT.
tf 738 Hongkong, 22nd April, 1872.

A. BOBG,
TINNER AND GALVANIZER,
97, *WANCHAI ROAD.*
IRON, CHAIN, PIPES,
AND
ALL KINDS OF IRON WORK GALVANIZED,
tf 226] ON REASONABLE TERMS. [Feb. 1

FOR SALE.
A VERY few copies of
DR. W. WILLIAMS' TONIC DICTIONARY.
Price $11.00 per copy.
Apply to WONG-A-MUK, London Mission Press, 22, Aberdeen Street.
5d 743 Hongkong, 23rd April, 1872.

THE SAIGON STEVEDORE AND LIGHTERAGE Co.,
BALLAST DISCHARGED AND CARGO STOWED BY EXPERIENCED HONGKONG MEN.
GALL & SKINNER,
Commission Agents, *Managers.*
tf 142]

FOR SALE.
DOMECQ'S SHERRY, bottled by Henry Ritchie.
An Invoice of CHAMPAGNE and French LIQUEURS.
A. G. HOGG & Co.
tf 675 Hongkong, 11th April, 1872.

P. BENNETT, W. H. HENRIQUES.
D. H. TILLSON & Co.,
BAKERS, COMPRADORES, AND
NAVAL CONTRACTORS,
KOBE (HIOGO),
JAPAN.
6m 120 Hongkong, 17th January, 1872.

MEDICAL HALL.
THE undersigned begs to intimate that Mr. THEOPHIL KOFFER, the late Manager of the above establishment, is from and after this date the sole Proprietor of the Dispensary, known under the name of "THE MEDICAL HALL," Queen's Road, No. 37.
All outstanding accounts will be settled by Mr. THEOPHIL KOFFER.
H. KAUFFMANN, M.D.
3m 419 Hongkong, 1st March, 1872.

MEDICAL HALL.
GERMAN DISPENSARY.
WITH reference to the above advertisement, the undersigned begs to offer his services to the public, and hopes that by strict adherence to any business entrusted to his care, he may earn a share of the confidence hitherto enjoyed by the above establishment.
THEOPHIL KOFFER.
3m 420 Hongkong, 1st March, 1872.

Intimations.

HONGKONG GENERAL CHAMBER OF COMMERCE.

THE General Half-yearly MEETING of the Chamber will be held on TUESDAY, the 30th instant, at 3.30 P.M., at the Rooms of the Chamber, City Hall, to receive the Report of the Committee and Statements of Accounts of the Secretary for the half-year ending December 31st, 1871.
By order,
A. NOEL BLAKEMAN,
Secretary.
10d 709 Hongkong, 16th April, 1872.

INDO-CHINESE SUGAR COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.
AN Extraordinary MEETING of Shareholders in this Company will be held at the Company's Offices, Bank Buildings, Queen's Road, Victoria, on TUESDAY, May 7th, 1872, at 2.30 o'clock in the afternoon, for the purpose of passing the following Special Resolution:—
RESOLVED,—That the qualification for the Office of Director shall be reduced from One Hundred Shares to Fifty, and that Clause 82 of the Articles of Association be amended and read as follows:—
82.—No person shall be eligible to the Office of Director unless he be the holder of at least Fifty Shares, and shall have held the Shares at least one month next preceding the day of election.
By Order,
A. NOEL BLAKEMAN,
Secretary.
11d 783 Hongkong, 26th April, 1872.

INDO-CHINESE SUGAR COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.
The Second Ordinary Yearly MEETING of Shareholders in this Company will be held at the Company's Offices, Bank Buildings, Queen's Road, Victoria, on TUESDAY, May 7th, 1872, at 3 o'clock in the afternoon, for the purpose of receiving the Report of the Board of Directors, and electing Directors and Auditors for the ensuing year.
By order,
A. NOEL BLAKEMAN,
Secretary.
11d 784 Hongkong, 26th April, 1872.

INDO-CHINESE SUGAR COMPANY, LIMITED.
THE TRANSFER BOOK of the Company will be CLOSED from the 23rd Instant, to the 7th day of May proximo, both days inclusive.
By order,
A. NOEL BLAKEMAN,
Secretary.
11d 875 Hongkong, 26th April, 1872.

UNION INSURANCE SOCIETY OF CANTON.
NOTICE.
SHARE No. 243 (no premia contributed) has been placed in the hands of the Directors FOR SALE. Sealed tenders for the purchase of same, marked "Tender for Share No. 243," will be received at the Society's offices until noon of TUESDAY, the 30th instant.
By order of the Board,
N. J. EDE,
Secretary.
16d 696 Hongkong, 15th April, 1872.

CHINA AND JAPAN MARINE INSURANCE COMPANY.
THE ATTENTION OF SHIPPERS is called to the future distribution of the Profits of this Company, two-thirds (2/3rds) of which, after payment of interest, will now be divided amongst all Contributors of business, whether Shareholders or not, rateably in proportion to the amount of Nett Premia contributed.
WM. PUSTAU & Co.,
Agents.
tf 663 Hongkong, 9th April, 1872.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.
NOTICE.
IN conformity with the Special Resolutions adopted and confirmed at the Extraordinary Meetings of Shareholders held on the 1st and 15th instants, altering Clauses Nos. 130 131, 132, and 133 of the Articles of Association, (such changes to take effect from 1st November, 1871), the Net Profits of the Company will, from that date, be distributed as follows, viz:—
Two-thirds (2/3rds) to *all contributors*, whether shareholders or not, in proportion to the net amount of premia contributed by each.
One-third (1/3rd) to Shareholders generally, according to the number of shares held by each.
AUGUSTINE HEARD & Co.,
General Agents.
tf 314 Hongkong, 16th February, 1872.

HONGKONG RICE MILLS.
NOTICE.
THE undersigned having taken over the premises heretofore known as the WEST POINT RICE MILLS, and the spacious Godowns attached thereto; and having added the most approved Machines for cleaning and polishing Rice, is prepared to fill orders for all descriptions and qualities of cleaned and polished Rice at short notice. Special attention will be given to selecting and perfectly cleaning Rice for the California and Australian markets.
The business will be carried on under the firm and style of BATTLES & Co.
WM. WARD BATTLES.
tf 559 Hongkong, 21st March, 1872.

A PROFESSIONAL DIVER, with competent Staff and Gear, is now in China, and ready to undertake the recovery of Cargo or Treasure Sunk to any depth not exceeding 23 or 24 fathoms. He also carries blasting apparatus complete, for removing Wreck or Rock.
Address care of GIBB, LIVINGSTON & Co.
Shanghai;
or in Hongkong, to NORTON LYALL & Co.
tf 720 Hongkong, 18th April, 1872.

FOR FREIGHT OR CHARTER.
THE British Barque
"MARY MILDRED,"
Captain Fine.
For particulars, apply to
DOUGLAS LAPRAIK & Co.
tf 707 Hongkong, 16th April, 1872.

FOR SALE.
THE British Steamer
"ABRATOON APCAR,"
938 Tons Register, carrying capacity 25,000 piculs Dead weight, exclusive of Coal. Built by HENDERSON & Co., Renfrew, in 1861. Engines Direct acting. 250 Horse Power.
For further particulars, apply to
GIBB, LIVINGSTON & Co.
tf 754 Hongkong, 24th April, 1872.

JOHN SKINKER, SAN FRANCISCO, CALIFORNIA.
Successor to RODMOND GIBBONS & Co.,
Sole Agents for:
Winchester Repeating Arms and Ammunition, Du Pont's Blasting and Sporting Powder, Lake Superior and Pacific Fuse Company's Eagle Safety Fuse. [1y 634 April 6

THE CHINA DISPENSARY,
PRAYA,
Fancing Canton Wharf.
V. ENGHOLM,
From the Hongkong Dispensary.
22d 664 Hongkong, 9th April, 1872.

Intimations.

FOR SHANGHAI.
THE Steamship
"MAUD,"
F. Brittain, Master, will be despatched for the above Port on WEDNESDAY, the 1st May, at 5 P.M.
For Freight or Passage, apply to
SIEMSSEN & Co.
5d 780 Hongkong, 27th April, 1872.

GEORGE GLASSE,
DISPENSING CHEMIST,
THE VICTORIA DISPENSARY,
PEDDER'S WHARF, HONGKONG
BRANCH ESTABLISHMENTS,
YOKOHAMA AND YEDO, JAPAN.
SHIPS AND FAMILY MEDICINE CHESTS SUPPLIED AND REFITTED.
N.B.—Captains of Ships not landing at above Wharf, can leave orders at the Store of Messrs. BROADBEAR & ANTHONY (opposite the landing stage of the Canton and Macao Steamer), when they will receive G. G.'s immediate attention.
tf 4b Hongkong, 5th January, 1872.

HONGKONG,
No. 10, QUEEN'S ROAD CENTRAL.
J. C. KRUSE,
WHOLE SALE AND RETAIL TOBACCONIST,
JEWELLER,
AND DEALER IN FANCY ARTICLES.

Notices to Consignees.

CONSIGNEES per O. S. S. Co.'s steamer "*Antenor*," are hereby notified that the cargo is being discharged into Craft, and landed at the Godowns of the undersigned, in both cases it will lie at Consignees risk. The cargo will be ready for delivery from Craft or Godown on and after the 26th April, 1872.
Goods undelivered after 2nd May, 1872, will be subject to Rent.
Bills of Lading will be countersigned by
BUTTERFIELD & SWIRE,
Agents.
7d 777 Hongkong, 24th April, 1872.

BRITISH STEAMER *MAUD*, FROM CALCUTTA.
CONSIGNEES of Cargo by the above steamer are requested to send in their Bills of Lading for countersignature to the undersigned, and take immediate delivery of their Goods.
Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.
N. MODY & Co.,
Agents.
4d 774 Hongkong, 25th April, 1872.

NOTICE.
CONSIGNEES of

Intimations.

THE
SHANGHAI AND HONGKEW TRAMWAYS COMPANY.

CAPITAL—TLS. 120,000 IN 1,200 SHARES OF TLS. 100 EACH;

Tls. 25 per Share payable on allotment, and the remainder in such sums and at such times as the Directors may determine;

WITH POWER TO INCREASE TO TLS. 200,000.

Provisional Committee—

JOHN DENT, Esq. (Messrs. Dent & Co.)
M. CORVELL, Esq. (Shanghai Steam Navigation Co.)
R. W. LITTLE, Esq. (Messrs. Little & Co.)
S. D. WEBB, Esq. (Messrs. H. Fogg & Co.)—
With Power to add to their number.

Solicitor—
W. HARWOOD, Esq.

Secretary to the Provisional Committee—
JAMES GILFILLAN, Esq.

IT is proposed to establish a Company under the above title, having for its object the laying of a line of Tramway between the East Gate of the City and the lower limits of Hongkew. The rough details of the scheme are embodied in the following letter, to which the Provisional Committee call attention:—

(Copy.)

SHANGHAI, 9th March, 1872.

SIR,

During the past week a tramway scheme, for the purpose of connecting (by rails and cars) the three settlements, has been privately mooted in Shanghai, and we the undersigned are desirous of obtaining from your Council a simple expression of opinion as to its compatibility with the public convenience and well-being. While asking this opinion, we do not in any way pledge ourselves to become promoters of the undertaking. We have a favorable opinion of it, and merely wish that this should be further confirmed by the Council's acknowledgement of its desirability.

We are fully aware that the new scheme, if successful, may clash with certain vested interests, and that it will ultimately be necessary to obtain the sanction of the Land-renters before the public can be asked to contribute financially: but we think it only right to give your Council such details of the proposed plan as may guide it in forming a general opinion on the merits of the scheme, and in recommending it, or not, to the favorable consideration of the Land-renters.

It is proposed to lay a single line of rails from a connecting turntable at Messrs. Russell & Co's Ningpo Wharf, Hongkew, straight up the main road (connecting with the various wharves en route), crossing the Municipal Bridge over the Hongkew Creek, thence diverging to the Broadway, and traversing it till connection is made with a new wooden bridge to be built higher up stream than the present "Soochow Bridge." The new bridge would be almost on a level with the road ways at either side, and would not in any way interfere with the boat or junk traffic. The course of the rails would then lie straight up the English bund to the Yang-king-pang Creek, and they would be placed on such part of the bund as might be deemed most expedient by your Council's Engineer. After crossing the the Yang-king-pang bridge, the rails would be laid straight up the French bund, always subject to permission on the part of the French Municipal Council, and the line, after connecting with Messrs. Russell & Co.'s Junkow and Tientsin Wharves, would end at or near the East Gate of the City.

It was originally proposed that branch lines of rails should be laid along the various streets running at right angles to the English bund, but it is now understood that the trucks' wheels can be so constructed as to work on the back streets independently of rails, and without doing any damage to the roads.

The motive power would, for the present, consist entirely of ponies or horses.

The above is a rough idea of the proposed scheme, into the details of which it is not necessary here to enter. Should it be successful, it will offer greatly increased facilities for both goods and passenger traffic, an object which, considering the rapid growth of Shanghai, seems highly desirable.

We do not lose sight of the fact that, in placing native passenger cars on the lines, the Tramway Company would interfere to some extent with the earnings of the wheelbarrow men, and in consequence reduce in some measure an important item of the Council's revenue. But the Tramway Company would be subject to such a licensing fee as the Council might deem reasonable; and if the Council believes that the introduction of Tramways will be of service to the general public, it will not hesitate to consider that public's interest, in place of the well-being of a special though deserving class.

We, therefore, in conclusion, ask the Council's kind consideration of this letter, and the scheme to which it refers, and craving the favor of an early reply.

We are,
Sir,
Your most obedient Servants,
(Signed by 14 Rate-payers.)

To
JOHN DENT, Esq.,
Chairman,
Anglo-American Municipal Council.

To this letter a favourable reply was received, the Council generally approving of the scheme, but leaving further action in the matter to rest with the decision of the Ratepayers.

Correspondence of a similar nature has also passed between certain of the Ratepayers and the French Municipal Council, and the reply of the latter has been equally favourable.

The Provisional Committee of the Tramway Company have satisfied themselves, after careful calculation, that in view alone of the large passenger traffic which exists between the City Gate, the Soochow Creek, and all parts of Hongkew, they are amply warranted in bringing their scheme before the public. The Company purposes providing such a class of cars for native passengers, and charging so low a scale of fares as well induce Chinese to avail themselves of the new facilities thus offered. It will further supply suitable cars for the use of European passengers, and it is estimated that this class of travellers can be conveyed from point to point at very moderate rates.

The Company has also for its object the facilitation of goods and cargo traffic between the various stations on its line; and the scheme involves the importation and manufacture of suitable trucks for this purpose.

The Provisional Committee will, at the approaching Meeting of the Ratepayers, ask permission to lay the line as above named; and should this concession be granted, they will at once place themselves in further communication with the French Council, and endeavour to obtain its final consent to the scheme, so far as the French Bund is concerned.

In return for this concession, if granted, the Provisional Committee will, on behalf of the Company, be prepared to pay such a tax on its earnings as may be deemed right and equitable by the Joint Councils; and they will further undertake, after the lapse of ten years from the commencement of its business, to give the Joint Councils the option of purchasing the whole plant, &c., of the Company at a valuation—the same to be determined by arbitration.

Should the Company obtain from the Ratepayers and the French Council the privilege of laying the line, and from the former that of building a new bridge across the Soochow Creek, the Provisional Committee will, on the other hand, undertake to make the new bridge free to all kinds of traffic—and to provide such accommodation for foot passengers, carriages, and wheelbarrows as may be deemed safe and necessary.

Applications for Shares must be made on or before the 4th May, 1872, and be addressed to the Provisional Committee, care of the Secretary, from whom the necessary forms, and any further information can be obtained.

By order of the Provisional Committee,
J. GILFILLAN,
Secretary.

Forms of application can be had at the office of this paper

7d 760 Shanghai, 18th April, 1872.

The Chronicle and Directory for 1872.

NOW READY.

THIS Work, now in the TENTH year of its existence, is ready for delivery.

It has been compiled and printed at the *Daily Press* Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.

In addition to the usual varied and voluminous information, the value of the "CHRONICLE AND DIRECTORY FOR 1872" will be further augmented by the addition of a Chromo-lithograph plate of the

NEW CODE OF SIGNALS IN USE AT THE PEAK;

also of

THE VARIOUS HOUSE FLAGS.

(Designed expressly for this Work);

MAPS OF HONGKONG, JAPAN, and of the

THE COAST OF CHINA,

besides other local information and statistics corrected to date of publication, tending to make this work in every way suitable for Public, Mercantile, and General Offices.

The Directory will be published in Two Forms, Complete at $5; or with the Lists of Residents, Port Directories, Maps, &c., at $3.

Orders for Copies may be sent to the *Daily Press* Office, or to the following Agents:—

Swatow.....Mr. PATRICK CAMPBELL.
Amoy.....Messrs. WILSON, NICHOLLS & Co.
Formosa..... „ WILSON, NICHOLLS & Co.
Foochow..... „ HEDGE & Co.
Ningpo..... „ KELLY & Co., Shanghai.
Shanghai..... „ HALL & HOLTZ.
„ „ „ KELLY & Co.
Hankow and River Ports. „ HALL & HOLTZ and KELLY & Co., Shanghai.
Chefoo and Newchwang. „ HALL & HOLTZ and KELLY & Co., Shanghai.
Tientsin and Peking..... „ HALL & HOLTZ and KELLY & Co., Shanghai.
Nagasaki.....THE C. & J. TRADING CO.
Hiogo, Osaka....THE C. & J. TRADING CO.
Yokohama.....Messrs. LANE, CRAWFORD, & Co.
Manila.....Messrs. J. DE LUZAGA & Co.
Saigon..... „ VON BARGEN & Co.
Singapore.....*Straits Times* Office.
Calcutta.....*Englishman* Office.

The delivery of the *Daily Press* from this office commenced on Friday morning at 10.10, and the last messengers left the office at 10.30.

The Daily Press.

HONGKONG, APRIL 27TH, 1872.

THE circumstances attending the riot near Shanghai with reference to the building of the bridge on the new road, of which details are given further on, do not present any features of special interest, if we except the unusual audacity which seems to have characterised the proceedings. The affair is nothing more in the main than the old, old, story in China, of a combination got up with a view to creating a riot, and as is nearly always the case, money interests seem to have been at the bottom of it. Whether the villagers really had any grounds for discontent on account of not having received the compensation which they expected, remains to be proved; but, however this may be, it is clear that the circumstance cannot be pleaded as any justification for a demonstration such as they made, and it is to be sincerely hoped that the Chinese Authorities will punish the ringleaders severely—a point which is unfortunately rendered somewhat doubtful from the offenders being sent into the native city, where it is not impossible they may be bought off, as is too frequently the case when punishment is vested entirely in the hands of the Chinese. The matter assumes some additional importance from the fact of its following so closely upon the attack on Messrs. FARNHAM and KOHL near Woosung, and it may be feared that unless some very severe punishments be inflicted, risings of this kind will become the rule whenever foreigners, though acting quite legally and regularly, happen to do things which are not altogether acceptable to village roughs. The plan of putting a supposed mad old woman—*dux fœmina facti*—at the head of the affair, would seem most probably only to be a *ruse* with a view of getting clear of punishment. It is in accordance with the recognised plan of Chinese so-called "sudden" risings to give the utmost care and attention in advance to the defence of the case, when the affair comes to be investigated. The mad old woman in the rising at Shanghai took the place—to compare small things to large—of the "rumours" which preceded the Tientsin Massacre, and was no doubt a very happy device, though the CHE-HSIEN, when the matter come before him at the Mixed Court, did not seem to attach very great importance to the supposed mental derangement, and as far as could be judged, appeared determined to punish so serious an outrage as the threat made upon CHUN, the subordinate official. It is to be hoped, therefore, that the case will be strictly dealt with, notwithstanding its having been sent into the city, as it would be a somewhat serious matter if the excuse made were successful, as it is, obvious that a similar plan could at any time be resorted to, and if allowed to pass on the present occasion, it would doubtless soon become a precedent.

The Legislative Council is to meet on Monday, at 3 p.m.

Mr. Heller gave his farewell performance last night at the Lusitano Theatre, to a crowded house. His wonderful performances and Miss Haidee's marvellous second sight elicited the highest applause, and in many of his tricks he surpassed the wonders which have already gained him so much reputation and popularity. At the conclusion, he gracefully acknowledged the large support he had met with in China, and expressed his hope that within the next ten or fifteen years he and Miss Heller might return. He met with a hearty farewell greeting, and we trust that his hope of returning may be realized somewhat sooner than after the interval he mentioned.

POLICE INTELLIGENCE.

April 26th.

BEFORE F. W. MITCHELL, Esq.

STEALING TROUSERS.

The case in which Inspector Grimes charged a police-constable of the chop with stealing a pair of Government trousers from another Chinese constable in February last, and giving them to small boy to pawn, came on again yesterday, and the defendant was fined in the sum of $50, and the small boy discharged with a caution.

OBSTRUCTIONS.

Indian Constable 603 summoned the occupants of two shops on the Praya Central for obstructing the public roads with bags of sugar. They each had been warned before being summoned, and took no notice of it. They were each fined $3.

Inspector Hallorans, in charge of No. 2 Police Station, summoned Mr. J. Inglis, engineer, for unlawfully causing an obstruction on the Praya East with a large boiler.

Complainant stated that between 9 and 10 o'clock of the 25th, the defendant was taking a steamer's boiler across the road, and had boards posted up at different corners of the street notifying the public of the traffic being stopped, and signed by Captain Doane. The defendant had no authority to do so from the Captain Superintendent.

Defendant stated he got permission from the Surveyor-General to erect a pair of shear legs, which permission was handed to the magistrate, and purported to give said license, but gave the defendant to understand that it did not convey authority to cause obstruction, and that further application was to be made to the police in the matter.

Defendant stated he took the authority to erect the shear legs to the Inspector of No. 2 Station, and considered his endorsement and the letter from the Surveyor-General was to be sufficient; the boards he got the loan of from a neighbour.

Mr. Mitchell informed defendant he had no authority to obstruct, and none to exhibit those boards; he had only permission to erect shear legs; but on defendant promising never to obstruct again without first obtaining permission to act as he has done, and returning the boards back to their rightful owners, who only had the permission to use them, he was discharged.

Inspector O'Brien summoned the Government dust bin contractor for permitting the dust bin in Ice House Street to be in a filthy state. Complainant stated the bin had not been cleaned for some two days or more.

Defendant stated that the dust bin has been constructed too small, and his men could not get inside of it. Fined $12.00.

SLEEPY WATCHMAN.

The watchman to Messrs. Turner & Co. was fined $6, for being caught asleep at his post. Defendant it appeared has been caught the last three nights, and let off, but all to no purpose.

BEFORE THE HON. C. MAY.

BURGLARY.

One Hah-ah-choe, master of the Cheong-leong bamboo and rattan shop, corner of Mercer-street and the Praya West, appeared to charge a man calling himself a farmer, named Leung-a-kum, with breaking into his house through the roof on the night of the 24th inst., and stealing a quantity of clothing, shoes, and a basket of salt fish. Complainant was awoken by hearing some person walking over the roof, and on getting up found the skylight broken and all the back doors wide open. The ladder leading to the skylight was taken away every night, and he saw it had been replaced, and on going on to the roof, he saw a man go on to the roof of another house, and suddenly disappear; an alarm was given and a watchman came. The Inspector of No. 7 Station was sent for, and Inspector Stroud came, and by him a search was made in the house in which the man was seen to descend by the roof. After searching in vain for one hour, Inspector Stroud, who happened to have a boat's paddle in his hand, probed into a heap of coal dust on the ground, and feeling something bulky, dug down further, when a man's leg came to view. Digging around a man was got out, apparently dead; he was wholly covered and buried up except a part of his face, which was covered with something else. Inspector Stroud's impression was a murder had been committed, as the body was stiff and motionless, but in a short time it revived and on him was found one of the jackets stolen, a box of matches, candles, and a bunch of skeleton keys. The bundle of clothing and shoes was found on the roof of the house, and after the evidence of Chu-a-kee, the watchman, and three of complainant's workmen, named Leong-ah-fat, Chun-ah-kee, and Lo-ah-soey, who slept in the same house with the complainant had been taken, the case was committed for trial at the Supreme Court.

THE WRECK OF THE "HAILOONG."

[The subjoined letter was received on Thursday, but too late for insertion in yesterday's paper.]

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—Having just arrived from Coast Ports, I read in the *China Mail* of 15th instant a statement by Captain Farrow which I should feel obliged if you would republish. It is as follows: "The Chief Officer of the *Douglas* reported that some men diving near the ship had discovered a bag of dollars, and that a row occurred among themselves; thinking it might lead to worse he fired near them, and was much afraid he had killed one, but we have since learned that happily such was not the case."

Truly a very marvellous statement, considering that I made a full report of all that had taken place both to the Commander of the *Elk* and Captain Farrow as soon as they arrived in Tungoo Roads, and which differs in not one single particular from the report I gave to the *Daily Press*.

Far from *being afraid I had killed one*, I was compelled constantly to fire into the boats which swarmed round the ship, there being twelve and fifteen men in each boat; and though I sent two messengers to the Mandarin for assistance (having previously sent an overland message to Swatow for the same), I received no assistance from the Mandarin during the crisis. Further than this, I will give you my honest word that had it not been for our rifles I do not believe that the *Hailoong* would be where she is, and that in effect she would have been completely gutted long before H.M.S. *Elk* arrived, and myself and crew in all probability murdered.

I am, Sir,
Yours truly,
CHAS. COLES,
Chief Officer S. S. Douglas.

Hongkong, 25th April, 1872.

COMMERCIAL INTELLIGENCE.

APRIL 27TH, MORNING.

New Patna, $650 to $652½, cash and credit; New Benares, $640 to $642½; New Patna, 4th sales on time, $650 to $652½; Old Patna, $640 to $642½; Old Benares, $620 to $622½; Malwa, $610 cash, and $620 on credit, first quality wanted.

SHARES.

Hongkong Bank Shares, Old—62½ per cent. premium.
Hongkong Bank Shares, New—60½ per cent. premium.
Union Insurance Society of Canton, new shares—$1,500 per share premium.
China Traders' Insurance Company's Shares—$1,500 per share premium.
China and Japan Marine Insurance—Tls. 46 per share premium.
Chinese Insurance Company—$115 per share premium.
Hongkong Fire Insurance Company's Shares—$325 per share, premium.
China Fire Insurance Company's Shares—$5½ per share, premium.
Victoria Fire Insurance Company's Shares—$61 per share, premium.
Hongkong and Whampoa Dock Company's Shares—32½ per cent. discount.
Hongkong, Canton and Macao Steamboat Co.'s Shares—32½ per cent. premium.
Shanghai Steam Navigation Company—Tls. 36 per share premium ex script.
China Sea, Saigon, and Straits Steamship Company—5 per cent. discount, nominal.
China and Straits Steam Navigation Company—25 per cent. discount.
Hongkong Gas Company's Shares—$55 per share.
Hongkong Hotel Company's Shares—47 per cent. discount.
Hongkong Distillery Company—par, nominal.
Indo-Chinese Sugar Company—$40 to $45 per share discount.
Hongkong Pier and Godown Company.—$15 per share, discount.

EXCHANGE.

ON LONDON.—
Bank Bills, at 30 days' sight.... —
Bank Bills, at 6 months' sight, 4/6
Credits, at 6 months' sight.... 4/5½
Documentary Bills, at 6 months' sight.... 4/5½
Bank Bills on demand.... 4/3½
ON NEW YORK.—
Private, 5 months' sight.... —
ON BOMBAY.—Bank, 3 days' sight 226½
ON CALCUTTA.—Bank 3 days' sight 226½
ON SHANGHAI.—
Bank, 3 days' sight....72½
Bank, 15 days' sight....72½
Private, 30 days' sight....73

SALES ON APRIL 26TH, 1872.

As reported by Chinese.

Mushrooms, 10 cases, at $23.50, by Po-cheong to Hongkong merchant.

Black Pepper, 50 piculs, at $12.80, by Kwong-wing-shing to travelling merchant.

White Wax, 1 piece, at $83.00, by Kwong-wing-shing to travelling merchant.

Siam Rice, 1st quality, 500 piculs, at $2.54, by Kwong-wing-shing to travelling merchant.

White Birdnests, 1st quality, 1 case, at $2,970.00, by Tak-mi to Canton merchant.

White Wax, 1 piece, at $83.50, by Kwong-fook-wo to travelling merchant.

Vermicelli, 50 bags, at $3.30, by Kwong-fook-wo to travelling merchant.

Dried Lily Flowers, 12 bags, at $11.70, by Kwong-fook-wo to travelling merchant.

Siam Rice, 1st quality, 5,000 piculs, at $2.54, by Tak-mi to Hongkong merchant.

White Sugar, 100 bags, at $6.80, by Ying-kee to foreign merchant.

White Sugar, 365 bags, at $6.08, by Ying-kee to foreign merchant.

T-Cloth, 7lbs., 1,000 pieces, at $2.30, by foreign merchant to Hongkong merchant.

Saigon Rice, 7,000 piculs, at $2.36, by Yuen-fat to Hongkong merchant.

NEWS FOR THE ENGLISH MAIL.

THE BLOCKADE OF HONGKONG.

We trust that the Chamber of Commerce will, at their approaching meeting, take some notice of the blockade of the port established by the Customs' cruisers, to which attention has been fitfully called upon various occasions. That the commerce of the Colony is most seriously hampered by those restrictions is the deliberate opinion of some of the best informed mercantile authorities in the place, and it is further very generally felt that the effects of the system now complained of will become increasingly detrimental, unless strong measures be taken to put an end to them. The difficulty of dealing with the question consists chiefly in an inability on the part of foreigners to fathom accurately the nature of the arrangements in connection with the embargo which is placed upon the trade. That an elaborate system for collecting duties similar in the main to that which was successfully exposed some five years ago, and vigorously put down by Sir RICHARD MACDONNELL, exists, there appears to be very little doubt; but nobody seems able to discover where and how the duties are levied at the present time. This complete ignorance as to what is going on among the native portion of the community reflects but poor credit upon the portion of the local Government charged with looking after the Chinese in the Colony, the more especially as it may be recollected that some time ago an *exposé* was made of a system of levying duties on Salt, going on at a certain establishment rejoicing in the name of the *Ngan Ho Tang*, or Hall of Peace and Harmony, which resulted in the arrest of the men levying the illicit dues, but in respect to which the Government here saw fit to make up a diplomatic question with Canton instead of punishing the men for obtaining money under false pretences. The ingenious excuse was made that the men at the *Ngan Ho Tang* Salt taxing office were not levying taxes, but only *sold* permits which guaranteed the junks from having to pay dues to the Chinese cruisers *after* they left Hongkong—that, in point of fact, they were not levying duties in the Colony, but only carrying out an arrangement which was found to be convenient with respect to duties levied by the Chinese out of the Colony—and, upon this plausible but flimsy explanation, the local authorities here let the men taken at the salt-taxing office go, and got up some wonderful diplomatic question with Canton, which we believe was referred to Pekin.

Put the matter any way you will, it was perfectly evident from the facts that the Colony of Hongkong was made use of to collect Chinese duties, and with this plain fact staring them in the face, the local officials of Hongkong allowed the matter to drift into a general diplomatic question.

The tax on the Salt was a comparatively small matter in itself, but the question involved was of highest importance, because there is every reason to believe that duties are levied upon piece goods and opium in Hongkong by precisely the same process as that which was discovered to be resorted to with respect to the salt. It can be scarcely surprising if the manner in which that affair was treated has afforded encouragement to make similar levies on other produce with increased stringency; and one point in connection with the matter is of the highest importance, namely, that there is not a shadow of doubt that the Salt taxing office which was discovered by the Police at Sai-ying-poon was precisely similar in its nature to the opium taxing offices discovered during the early part of Sir RICHARD MACDONNELL's administration, and put down with commendable promptitude by that energetic Governor. How, therefore, it was possible for the authorities during his absence in England to accept the flimsy excuse detailed above, it is difficult to conceive.

The circumstance is to be very deeply regretted, because there is no doubt that had the capture of the *Ngan Ho Tang* people been followed up with energy, a great deal of information would have been obtained; and it is probable that that information would not have been limited merely to the squeeze on Salt, but would have been extended to that upon other and far more important commodities. The Salt junk people, who had before observed silence on the matter breathed afresh when they found that the Government was interfering, and came forward with evidence which it had been impossible to procure before. Had the matter been followed up, the likelihood is that other people submitted to squeezes, would have gathered courage, and that it would have been possible to strike a blow at the system. As it was, however, not only was the opportunity lost, but the Chinese were definitely given to understand that they could levy duties with impunity, and it is not very surprising that this, combined with hopes which were by no means discouraged here of being able to establish a Chinese Custom House in Hongkong, greatly emboldened those who were mixed up in the system of squeezing with the aid of cruisers, which is said to be working so much detriment to the Colony. The cause of the whole matter is to be found simply in the overweening reliance which has latterly been placed in the Chinese community. They have been relied upon for information in regard to this, instead of the Government seeking information through competent sources, and especially by an adequate Police Detective system; and the result is that we have been completely misled. If the simple fact be borne in mind that the Canton authorities can, by bringing pressure to bear on their relatives on the mainland exercise ten times as much influence over the native residents in this Colony as we can, the value of relying upon them to give in any formal manner information on such a matter will be apparent. It is hardly an exaggeration to say that we might almost as well ask for the information from the Mandarins themselves. The only way we can ever arrive at the truth regarding such matters is by odd information picked up here and there, and given by men not likely to be found out conveying it. But let a special office or department like that of the Registrar-General be made the sole medium through which such intelligence can permeate to the Government, and from that moment we may be certain pressure will be brought to bear upon the natives connected with it to withhold the information required, and to misrepresent such facts as they are called upon to explain. It is only upon the supposition that this has been systematically done, that we can understand how the local Government remain in ignorance as to the system of illicit squeezing which is undoubtedly going on, or how they came to accept the ridiculously impudent explanation concerning the Salt squeezing, when the capture of collectors books and papers of the *Ngan Ho Tang* induced them to take what they were pleased to term "diplomatic action," about an establishment, which Sir RICHARD MACDONNELL had he been in the Colony at the time, would undoubtedly have closed up in half a day.

HONGKONG.

During the short interval which has elapsed since the departure of last mail, there has been very little news of interest to note. H.E. Sir Arthur Kennedy, the new Governor, will hold his first Council Meeting on Monday next, when we shall doubtless be put into possession of his views regarding the local administration of the Colony. The ordinance suppressing the intolerable nuisance of Chinese street cries is now being enforced, but this was not accomplished until after some difficulty, the regulation at first having been announced only in the Chinese Government *Gazette*, which is of course not read by coolies and hawkers. Ultimately the more common sense plan of placarding the regulation over the town was resorted to. The Chamber of Commerce announce their annual meeting for Tuesday, the 30th instant.

SHANGHAI.

A somewhat serious *emeute* has occurred among the villagers at Yangtsepoo, through which the new Road towards Woosung is being made. They attacked the Police, and Chun, the Magistrate of the Mixed Court, who was sent down to quell the disturbance. The Police succeeded in beating them off, and the chief offenders, including an old woman, who was declared to be mad and led the affray, were brought up before the Che-Hsien at the Mixed Court, and sent by him into the city to be punished.

The Race Course was opened for "time trials" of ponies on the 17th instant.

The *Daily News* notes that several heavy thunderstorms passed over Shanghai on Saturday, 19th inst. The first, which occurred between 9 and 10, passed directly over the Settlement. The lightning struck the tower of the Union Chapel in Shantung road, but fortunately did no damage beyond breaking open a venetian shutter and scattering some plaster. It seems to have run down the water pipe to a point where this comes almost into contact with a gas pipe. The latter apparently diverted it, and little plaster was displaced in the scrummage. The Chinese excited themselves greatly over this incident, and were divided between a belief that Joss was angry with something that went on in the building struck, and an impression that it was Trinity Church which had had a hole knocked in the roof, specially to let out the luck devil who has haunted it ever since the autumn of 1870. Another flash struck a godown at the back of Messrs. Russell & Co.'s hong. One of the telegraph wires running past the Borneo Co.'s premises was broken, and one of the iron posts on the Woosung road knocked over. Among the natives it is rumoured that a Chinaman was killed near Hongkew, and various similar reports concerning foreigners have been current, but we have not been able to verify any of them. Several people testify, however, to unpleasant though momentary effects from the lightning flashes in their neighbourhood.

NINGPO.

(*N. C. Daily News.*)

The Teet (Provincial General) is down here from ang and is going to hold a review shortly. H nt over to Pootoo last week in the (late) *Ta-ead Queen*, now a Chinese gunboat. I see you speak of a heavy thunderstorm in Shanghai on Saturday. Ningpo was equally favoured, and some people declare there was a coating of sulphur on the water-tanks next morning! but the general impression is that the yellow appearance was caused by the flour of the Che-yu, or cabbage oil plant, a quantity of which was blown about by the strong wind. A thief was caught by the passengers, during the last trip of the *Chusan*, stealing their clothes, and has been appropriately sentenced by Col. Cooke, as Police Magistrate, to 150 blows and two months imprisonment on half rations. The trial didn't take long. The things he had collected and made into bundles, were evidence enough against him. It seems that cases of this kind are not infrequent. A professional thief tries his luck occasionally on a steamer trip.

TIENTSIN.

(*Correspondent of N. C. Daily News.*)

It is said Li Hung-chang will leave Paoting on the 11th instant, for Tientsin. The Customs here are claiming duties on duty free imports, such as French wines; indeed their proceedings altogether are not satisfactory. The Customs Taoutai of course is the actor in the measures, and the Commissioner of Customs has to obey his orders. Till now, the weather has been chilly and disagreeable; we shall all heartily rejoice on the appearance of warm weather. Training is going on for the spring races, and I hear a course has been found outside the ramparts, down the river banks.

PEKING.

(*Ibid.*)

The *Gazettes* of the 7th and 18th March disclose a very pretty bit of blundering, or squeezing, near Jehol. So far as we can make out the case, certain waste lands on the outskirts of the Imperial hunting ground were given to the Bannermen for cultivation, on the understanding that they should eventually revert to the Crown. The time for that reversion seems to have arrived, and officials have been sent down to reclaim them and to allot other waste land. The old tenants very naturally objected to be turned out; and the official of course took the opportunity to squeeze, besides, using injudicious violence. Altogether a small insurrection seems to have been excited.

KANSUH.

(*N. C. Daily News.*)

A short time ago we commented on an edict handing over General Lin Ming-chuen, commander of Li Hung-chang's foreign drilled troops in Kansuh, to the Board of War for punishment. His offence was that, having been granted three months leave, with instructions to await the arrival of his relieving officer, Tsao-ké-chung, he left his command at once, without waiting to consult with his successor, and after having disbanded portions of his troops. We connected this with the jealousy existing between Li and Tso-tsung-tang, and suspected that Li's strength and influence was such that the punishment of one of his generals for checkmating a military rival would be merely nominal. The *Gazette* of the 21st March, however, has an edict dismissing Liu Ming-chuen from office, and stripping him of all his honours save his barontcy. This is pretty good evidence of the power of the Manchu party.

SZECHUEN.

(*N. C. Daily News.*)

The *Peking Gazette* of the 17th March contains a memorial from the Viceroy of Szechuen reporting the existence of great distress in that province. Last year seems to have been a disastrous one in many parts of China. Chihli, Szechuen and Kwantung all suffered from excessive rain and consequent floods. In the present case, an appropriation of Tls. 200,000 is ordered, and the neighbouring provinces are to be called on to send rice into Szechuen.

KIUKIANG.

(*N. C. Daily News.*)

A Kiukiang correspondent sends us a table showing the quantity of goods imported, and those sent inland under transit pass during the first three months of 1872. It will be seen that transit passes have been largely availed of, but yet not nearly to the extent of the imports. It is evident, therefore, that the difficulties of the like voyage still deter dealers, for it must be inferred that a large proportion of the surplus imports, over those for which transit passes have been issued, find their way inland by land. The opening of the Poyang lake to steamers is the next thing needed.

	1871. Imported from Hongkong.	1871. Imported from Shanghai.	1872. Imported from Hongkong.	1872. Imported from Shanghai.	1871. Sent inland under transit pass.	1872. Sent inland under transit pass.
Grey Shirtings	63,849 pcs.	14,060 pcs.	49,622 pcs.		.....	.....
White do.	2,930 „	200 „	1,500 „		.....	.....
T-Cloths	46,347 „	10,730 „	32,774 „		.....	.....
Cambrics	2,980 „	220 „	2,440 „		.....	.....
Long Ells	2,490	240	5,428 „		.....	.....
Lead	11,220 pcls.	10,271 pcls.	4,051 pcls.		1,017 pcls.	.....
Tea	1,304 „	1,090 „	485 „		.....	.....
Pepper	1,163 „	1,049 „	281 „		.....	.....
Sugar	6,883 „	3,126 „	6,462 „		.....	.....
Sandalwood	7,019 „	3,957 „	6,878 „		.....	.....
Sandalwood	448 „	215 „	364 „		.....	.....

NEWCHWANG.

(*Correspondent of Shanghai Courier.*)

April 3rd, 1872.

The re-opening of the port—At length our river is open and our eyes are gladdened by the sight of running waters and steamers moving on their broad bosom. Thus brought again into communication with the outer world, one feels a peculiar sensation of freedom that is very pleasant. Often during the past three months have I though with sympathy of Siberian exiles.

On the 21st March the Pilot schooner *F. P. Knight* came into port from Chefoo. The Lightship arrived at her station on the 15th, and on the 20th (as notified) she exhibited her light. The season has been unusually late. The river was not free from ice until the 29th. Junks indeed, came into port as early as the 18th, but they had to be run on the north shore to escape damage from the floating floes. They are now in port in large numbers loading up with millet for Tientsin. There is a vast amount of produce here awaiting shipment, freights are consequently high, and sailing vessels if they were here would have a good chance. On the 29th, the S. S. *Miaoa*, arrived from Tientsin, and on the 30th the *Peiho* from the same port; the former vessel is loading for Japan, the latter for Swatow.

Coals.—Some time ago I wrote you about coals being produced in this district. Since then I have tried many varieties. There is both bituminous and anthracite to be obtained at mines variously situated from 80 to 120 miles from this port. The coal obtained from them supplies the city of Moukden and the surrounding district, besides being extensively used for iron smelting, there being a great number of furnaces in the vicinity of the coal and iron mines. The best coal comes from the district of Pin-Su-Hoo, about 120 miles distant. It resembles Welsh coal, burning splendidly and giving great heat and no smoke. In fact, it is just such an article as you in Shanghai would appreciate, not only for steam, but for household purposes.

The coal is brought all the way to this in carts each carrying 1½ to 2 tons, drawn by six ponies and guided by two men. It can be brought only in winter when the roads are hard, as in summer the roads of this plain are mere quagmires and carts sink in the ruts up to the axles. When you consider the cost, keep, and loss on six animals and the hire of two men for the trip which extends to 4 or 5 days, and the tear and wear of carts, it will be evident how greatly the carriage must add to the price of the coal. Yet it is sold here at $11.00; while the common kind, which requires a great draught, costs $8.00 per ton.

At Pin-Su-Hoo there are 7 mines worked by one Company. They employ about 2,000 men, in mining, bringing to the surface, weighing, loading, &c. Each of the coal heavers brings to the surface two baskets containing about 70 catties each time, and in this cumbrous fashion they manage to get out about 250 tons per day; but this lasts only during the cold season, or say 4 months each year. The pits are small, say from 5 to 6 feet thick and 4 to 5 feet wide, and the roof well shored up with piles. With larger cuttings, a steam donkey engine, a tramway, cars and winch, the annual outcome could be so increased that they would fully supply the wants both of foreigners and natives. And as the heaviest element of price is the carriage to this port, that also might be considerably lightened. Till better roads, or tramways or a railroad (!) can be had, let the coal be conveyed in winter to the side of the nearest creek and there stacked, and when the rivers open let it be sent down here in flat boats, of which there are many here. By this means the price might be reduced to three-fourths or one-half of what it is at present. All that is wanted is the authorization of the powers that be. Capital could be easily got and the rest would be easy work.

At Lean Yang about 90 or 100 miles distant the mines produce bituminous coal. Iron ore is also abundant in the neighbourhood and much gold is said to exist in the vicinity.

Traffic of the native city.—It would surprise you to see the numberless carts that pass in and out of the gates of this city. It is no unusual thing to see trains of carts over a mile long. The number that require accommodation is shown by the number and extent of the inns where they put up. Each inn has a yard for the accommodation of carts and teams from one to three acres in extent. It is interesting to see the trains go in and get placed in their appointed positions, and the horses unharnessed and fed; while the shouts of the men, the cracking of whips, the barking of dogs, and the feeding of man and beast, make up together a very lively scene. The inns are, of course, very rude affairs, and rather trying to luxurious foreigners. To sleep on a *kang* (a raised brick platform with a fire inside) is not pleasant, for you freeze on one side and bake on the other.

Recurring to the enormous cart traffic of the district—1,500 were seen to pass one spot between 7 a.m. and dusk. Now, in winter these carts start at 3 a.m. and travel till about 4 p.m. Thus a great number must have passed the spot referred to before 7 a.m. However, let us take the 1,500, and suppose that half of them went in and came out again, and were thus counted twice—we should still have 750 carts, and taking the average of two men and four horses to each we should have 1,500 men and 3,000 horses. Then, as the wheels of the carts are heavily tired, 50 lbs. of iron to each vehicle would be a very moderate estimate, and this would give us an aggregate of 37,500 lbs. of iron. And this represented the traffic of only one of the city gates, while there are many gates. But there are three principal gates, and if we multiply the above figure by 3, it will be seen that these carts alone give indication of a considerable iron trade among the smiths of the district.

There is certainly a long traffic done in this out-of-the-way place; but it is chiefly in simple articles, the carts bringing in millet, beans and oil, and returning with bale goods, iron, opium and a few other foreign commodities.

The people of this province are remarkable for their good nature and kindly disposition. About Moukden only, where many high officials reside, do foreigners find any difficulty. There they are insolent to a degree; the mob follows one hooting and shouting abusive epithets; but at other places, although you may be followed by a crowd, it is out of mere curiosity, and in the country the people are not only courteous but hospitable; and but for bands of robbers you can travel without fear in every direction.

HANKOW.

(*Ibid.*)

Since I last wrote, nothing of importance has transpired here, except the Friday evening social meetings, four of which have been held since my last letter. Every one of these interesting meetings have been well sustained and well attended, shewing clearly the capacity and the capabilities of this foreign community for something more refined and noble than the grosser, though necessary pursuits of eating, drinking, playing, and sleeping. Doubtless, the *Chasse* and others will be none the worse for these sublimer exercises of thought and emotion, during the coming hot and busy months. They may be all the better. However, it is tolerably certain that most of those who have attended these Friday evening meetings, will be glad to see them resumed early next winter.

We had a grand concert on the 22nd ultimo, consisting of vocal and instrumental music, glees, songs, duetts on the piano and violin, and a duett on the horns by "Two Beginners." It was a feast of sweet sound, varied by the delicious odour of good coffee. Coffee for the ladies, I should have said before, is an important feature of these meetings.

On the 28th ultimo, we had readings and recitations in poetry and prose. Among other things, we were favoured with Burns' "Cottar's Saturday night," by a Scotch gentleman well-known in Hankow for his speaking powers and recitative skill. An American gentleman also distinguished himself at the

3.—The marked increase of steamer traffic is a fact so patent as scarcely to call for remark. The following figures will probably be interesting hereafter, when the change now taking place shall have been completed.

Total of all Vessels arriving, junks excepted, 1871	1,372
Total of all steamers arriving, 1871	692
	2,064

Steamers thus forming 33.5 per cent of all arrivals. These figures do not include the River steamers.

4.—There has been no Contract Emigration during the year under review. A great feature in Chinese passenger traffic has been the introduction of Ordinance 8 of 1871, an adaptation of the law to the altered conditions of passenger-ships previously much needed. The new Ordinance is a boon both to the Charterers of steamers and to the Emigration Officer; and it practically supplies the want, so keenly felt before, of a condensed code of Emigration law. Table XV shows that 11,921 Chinese arrived in the Colony over and above 208,404 who arrived and departed.

5.—The *Harbour and Coasts Ordinance*, 1866, continues to work satisfactorily. The Chinese now thoroughly understand it, and their seagoing community recognise its requirements as part of their ordinary duties. The Officers of the Department, in their duties afloat, are met with civility and good humour.

6.—The want of a swifter and more efficient vessel, for coastal inspection is much felt, at the same time I think it not impossible that some comparatively inexpensive alterations to the Government steam-launch might convert her into a far more serviceable vessel than she is. I trust that when I have completed my inquiries as to the best means of increasing her speed, the outlay will be sanctioned. At present, during at least six months of the year, an inspection of the whole island is attended with inconveniences which can only be properly appreciated by those who have suffered them; and I consider that it is a severe strain on the health of the Officer undertaking the duty.

7.—I may perhaps be allowed a word as to the staff required at the outstations. A cry was raised during the year under review about some imaginary interference of this Department with the Police. The gentlemen with whom this became a fixed idea were—perhaps not aware that in 1866-67 three Inspectors were *added* to the Police force for the Harbour Master's Station. So that to point out that these men are taken away by Marine duties from their proper work, is simply to complain that officers, who can conveniently undertake collateral Police duties, have still to devote some attention to the particular objects for which they were specially engaged.

8.—I would point out that, at the outstations in question, the village may be taken, in a very important sense, to consist of Junks more than of houses. To have a Police officer on shore watching the houses and ignoring the shipping, or *vice versâ*, would be a most fatal mistake.

9.—Again, there is not, at any one of the stations, sufficient separate work, either on land or afloat, to keep an Inspector wholesomely employed, and occupy his whole attention. But the two taken together both help and check each other. I need only cite certain cases at Shau-ki Wan in proof of this. In one instance, the late Inspector Anningson, boarding a Junk in his Marine capacity, found some dead bodies under hatches, and this circumstance led to most important captures by the Police. I cannot suppose that he would have been better employed waiting for something to occur on shore. I trust these few explanatory remarks will dispel what I cannot but regard as a pernicious error. I believe the Police authorities will agree with me when I say, that to separate the joint Police and Marine control of the outstations, on the ground of an interference which does not exist, would be pushing a theory, that happens to have a plausible look on paper, to a most injurious extent.

10.—I understand that it is proposed to have a joint Police and Harbour Station at Kowloon. I consider such an arrangement would be highly desirable. Could the new station be connected with this Office by a short telegraphic cable, it would have little to be desired in the means of control of the Harbour.

11.—Whilst I am on the subject of the existing preventive service, I may revert to a sentence in the Harbour Master's Report for 1870, which appears to have given rise to a misunderstanding. I allude to the statement that, "Piracy, once so rife in these waters, is now seldom, if ever heard of."

12.—This would, at first sight, seem directly opposed to the Police returns, which shew each year a considerable number of piracy cases. But it seems sufficiently clear that the Harbour Master was referring to attacks on foreign vessels, such cases as those of the *Cassar* and *Lebra* for instance, which are now seldom if ever heard of.

13.—Robberies by one Chinese craft from another, committed sometimes at a distance of one or two hundred miles from this Colony, are reported and recorded as "Piracies," and these of course continue to occur, there is no prospect of their ceasing. But there is a discernible difference between these and the disgraceful piratical trade once carried on in this Town and Harbour.

14.—The prohibition of Stinkpots ordered by His Excellency the Lieutenant-Governor in Council on August 16th, 1870, has been enforced within our waters. The effect has not been to create the panic usually attendant on any such change of legislation; but only, I think, because subterfuges to evade the law are both obvious and easy.

15.—Stinkpots can be manufactured at a few moment's notice out of various articles necessarily carried in every Junk; and they can be as quickly destroyed, at a most trifling loss, the powder being saved. Thus it is perfectly possible for every Junk to conform to the law here, and yet be always furnished with Stinkpots on the coast or in the rivers.

16.—Until Chinese waters become safer, I cannot think the Junk people much to blame in adopting every possible means of defence. Sometimes passengers or shippers insist on the Master's providing Stinkpots.

17.—Although the regulation is made a pursuance of an Ordinance for co-operation with the Chinese Authorities against Piracy, as *far* as I can learn, it is only on our side that any effort is made in the matter. That, when Stinkpots were said to be prohibited in Chinese waters, more Junks arrived with them from Canton than from any other place, does not perhaps prove anything, as they might have been made *en route*. But, as far as my information extends, they are made, carried, and used in the Chinese rivers quite unchecked and unhallenged; and they are certainly carried on the coast without let or hindrance.

18.—7,771 men have been shipped during the year, against 7,597 discharged. The subject of destitute seamen excited considerable public interest about twelve months ago, but this would appear to have died away, and the question is just where it was. I am convinced that the only remedy for many existing evils would be for the Government to take the whole charge of boarding and shipping seamen. Accommodation for each nationality, infinitely better than that of the present wretched boarding houses, does not necessarily involve a costly building, and the whole scheme could be as distinct from any considerations of profit as is the Gaol or the Central School. Nevertheless, I am sure that, even including what I may call a Deserter's Ward, in which the barest necessaries of life should be supplied to those who cannot legally claim any relief whatever, the system would more than pay its own expenses.

I have the honour to be, Sir,

Your most obedient Servant,

R. H. CAIRNS,
Acting Harbour Master.

The Honourable CECIL C. SMITH,
Acting Colonial Secretary, &c.

LOSS OF THE STEAMER "RONA."

We regret to report the loss on Sunday night, 14th instant, and under painful circumstances, of the above steamer, news of which was brought on Saturday by the steamer *Yesso* from Swatow. It appears that when she was about 20 miles North of Oksan, on her voyage from Shanghai to Swatow, she was run into on her starboard paddle box by the M. M. steamer *Ava*, and was damaged so seriously that she sank in twenty minutes. The Captain and second officer, who were on the paddle box, were thrown by the force of the concussion on to the deck of the *Ava*. The Captain fell with such force as to arrive on the deck senseless. The latter vessel proceeded to Amoy, whence the news was brought by the gunboat *Dwarf* to Swatow. There were between sixty and eighty Chinese passengers on board, and Dr. Thomson, of the Medical Mission at Swatow, and a lady whose name is not mentioned, were also passengers. Beyond the above particulars nothing is yet known, but it appears that the thick smoke from the *Rona*, which was running before a stiff breeze, rendered her invisible, the night being very dark. It would of course be premature to come to any conclusion as to whether blame attached either to the Captain of the *Rona* or of the *Ava* for the sad disaster, but it is to be hoped that it may prove to have resulted from an unavoidable accident. The latest accounts brought on by the *Glengyle* state that the *Rona* foundered instantly, and that there were no traces of any thing left of her. The S. S. *Ava* was so badly hurt that she was compelled at once to proceed to Amoy for repairs. H. M. S. *Dwarf* immediately put out in search of the crew and passengers. The *Ava's* officers state that they smelt smoke some time before the collision, but saw no light, and could not account for it, when suddenly with a tremendous crash they ran into the steamer. A telegram from Shanghai states that, in addition to the Captain and second officer, the pilot and first and fourth Engineers and forty of the Chinese passengers were saved.

THE WRECK OF THE "HAILOONG."

MARINE COURT OF ENQUIRY.

A Marine Court of Enquiry into the circumstances of the wreck of the British steamer *Hailoong*, was held on the 24th inst. at the Harbour Master's office. The Court consisted of the Hon. G. May, First Police Magistrate; Capt. R. H. Cairns, Acting Harbour Master; T. G. Linstead, Esq., Unofficial Justice of the Peace; and Captains Oates and Dowdy, of the British ships *Northfleet* and *Titania*), Masters Mercantile Marine.

John Farrow, Master of the British screw steamer *Hailoong*, stated that he left Hongkong on the 1st April bound for Swatow, Amoy, Foochow, and Tamsui, with a general cargo, a crew consisting of 7 Europeans, and about 20 Chinese and Malays, 4 European and about 348 or 350 Chinese passengers. Outside the winds freshened, and during a bad night, anchored. Proceeded at 4 a.m., and in the afternoon of the 2nd again anchored under Cupchi Point. The weather continued the same all night, and at about 4 a.m. again started, with nearly the same weather as on the previous day. Witness continued: Keeping, as I supposed, our usual course, considering the weather (about 2 miles off the shore), until at about half-past seven in the morning, the vessel struck very heavily on a sunken rock, but only once. I sounded the well and found the vessel leaking. The Chinese crew also ran out of the forecastle and said she was leaking. At this time there was a heavy sea, the wind was strong, but not so violent as on the preceding day. The vessel after once striking passed over the rock, as we were going about 5 knots. I then sounded alongside and found 9 fathoms. I saw that the vessel was settling down by the head, and after keeping on for four or five minutes I turned her head to the shore. I had commenced preparations by rigging pumps and getting a sail ready to pass under the bows. I found it necessary however to turn towards the shore, intending to skirt the land until I could find a spot to put her ashore. I also intended to hold out as long as I could, hoping that with all the pumps going I might keep her afloat. These were now all at work, including the engine-pumps, but still she continued to settle down, and as I saw what I considered a suitable spot, I ran in and she took the sand before reaching some rocks which were lying near. I kept the engines going for two reasons, to keep her head on the shore and to keep the pumps at work. I got a sail down under the bows, and the chief engineer reporting that the water was gaining slowly on him, I ordered the sluice to be partly opened to let the water from the fore compartment into the centre compartment. The chief engineer reporting as before, I ordered the sluice to be shut, being satisfied that the sail had no effect, and also that the water was rising in the engine-room from other sources. I saw a large junk lying at anchor off a village about two miles from us, and I sent the chief officer on board to charter her to take our passengers, mails and cargo. The master of the junk declined to come near us, because he thought it was dangerous, but he said that for $3,000 he would take all the passengers and cargo we could send him. I did not attempt to carry this out, as it did not suit the means at my command. A number of small boats with several men, in each came round the steamer, and a fleet of fishing-boats were anchored close by. I saw a man in a soldier's uniform in one of the boats, and beckoned him alongside. He came on board, and from what he said I understood that a magistrate living about 15 miles off had been sent for, and he suggested that we should wait till he came. He also did all he could to warn the boats off, and he was useful in pacifying the passengers, some of whom spoke his dialect. I had my crew armed and the guns loaded, and occasionally fired a blank cartridge when any large boats approached too near. About noon I saw a steamer, which I knew to be the *Galley of Lorne*, coming up from Hongkong on her way to Shanghai, and I sent my chief officer in one boat, and the second officer in another, to attract the attention of those on board, but failed to do so. About one o'clock a mandarin arrived, and as I found the ship settling down so rapidly (one of the fires having been put out) I determined to land the passengers. I went ashore in a sampan with a linguist (one of the passengers) and saw the mandarin, asking whether he would protect the passengers. He said he had a very small force, the superior mandarin not having arrived, but on my proposing to send some armed men he assented, and communicated to those in the small boats that they would be paid for landing the passengers. I commenced to land the passengers, which was done without any open violence, to any of them, although I believe the boatpeople extorted money from some of them. When they got ashore they were all right, and the large mandarin having arrived, took an interest in seeing them safe and keeping order. At about 2 o'clock the chief and second officers met with the steamer *Bombay*, and that vessel stood in to within a mile of us, with the boat's crews, whom she had picked up. The Chinese passengers had then all landed, and the European passengers with the mails were put into the lifeboat. The steamer continued to settle down, taking a list to seaward. The *Bombay* sent three or four boats to us, and we began to put treasure and sundries into them and into our own boats. I went off to the *Bombay* and spoke to the Captain, who offered to convey the passengers and crew, and mails, but he could not wait by me because he had the mails for Yokohama on board. I went on shore to consult the mandarin, who said he could protect the ship and me individually, but not the crew. I, therefore, sent the whole crew, European and native, on board the *Bombay*, and remained alone with the mandarin. The *Bombay* left at 4.30 or 5 o'clock, taking besides the crew and mails, 11 boxes of specie, some opium and sundries. The Chinese passengers found shelter in a village near the place; many of them who were for Swatow determined to walk the distance, (about 30 miles.) The mandarin placed a guard of 10 or 15 men on board the steamer. Through the agency of the mandarin I sent a letter overland to Swatow. I had previously sent a letter, about 2 hours after the ship was on the beach, through the small mandarin. At about midnight I went with the mandarin to the rocks near the steamer, and found that all was quiet. Some men had been caught stealing the articles washed out of the holds. At about 5 p.m., the next day (4th April), the *Formosa* came from Swatow, having received information through my letter. She had on board Mr. Waters, of the British Consulate, Swatow, who landed and met the mandarin. I went with Mr. Waters and the Captain of the *Formosa* to the wreck, and some small portion of the cargo was sent on board the *Formosa*. The Captain of this vessel sent a guard to the wreck to assist the mandarin's guard. Between 10 and 11 p.m. the *Douglas* arrived at the place, having been sent specially from Swatow to give assistance. In consequence of her arrival, the *Formosa* continued on her way to Hongkong. I proceeded to Hongkong with her, arriving at 5 p.m. on the 5th April, and communicated with Messrs. Douglas Lapraik & Co. the owners, who communicated with the Admiral. The latter despatched the gunboat *Elk* to the *Hailoong*, and I went in the *Elk*, starting from Hongkong at 8 p.m. the same day, and arriving at 4.30 p.m. the next day. We found all quiet, the *Douglas* having left, and her chief officer and some of her crew being in charge of the *Hailoong*. The *Douglas* had gone back to Swatow. I went to the mandarin, thanked him for his service, and informed him that the commander of the *Elk* would take charge of the wreck. This was assented to, and the gunboat sent a guard aboard, the chief officer of the *Douglas* and his men also remaining on board. The next day, 7th, the *Formosa* arrived from Hongkong, bringing divers and a gang of labourers. Captain Cairns, Marine Surveyor, came up in the *Formosa*. During the following five or six days the cargo was taken out and measures were taken to stop the leak. In doing this assistance was rendered by the crew of the *Elk*, and we also got additional labour from the village. The Chinese gun-boat *Hai Ching* arrived from Amoy via Swatow, on the 9th, having on board my engineers and officers, also divers and appliances, including two pumps. On Friday night (12th) the *Hailoong* floated, and on Saturday evening (13th) she was temporarily repaired and ready to proceed to Hongkong, which she did at 7.40 p.m., towed by the *Formosa* and accompanied by the *Elk*, the *Hailoong* being herself also under steam. All arrived in Hongkong on the 14th at about 4 p.m. The remainder of the cargo was got out that night, and the next morning the steamer was docked at Kowloon. The extent of the injury was then clearly seen, about 14 feet of the keel being broken and, turned up, some of the plates near the keel broken and forced upwards, several other plates deeply dented, and some rivets started. No life was lost either of the crew or passengers. One of the divers was drowned in the course of the operations. I had three boats on board, lifeboat, cutter, and gig. If the vessel had struck at night and we had not been able to beach her, it would have been impossible to save all the passengers in these boats. The rock upon which the *Hailoong* struck is not marked on the charts. In the lowest tide it has 11 feet of water on it. In the official report of the Commander of the *Elk*, as published in the *Government Gazette*, it is described as in the fairway of ships proceeding from the Tongue roads round Breaker Point. I went in skirting the shore of Tongue bay to get shelter, but did not intend to anchor. I do not think the *Galley of Lorne* saw the steamer. When I sent away the officers in the *Bombay*, I thought the ship was a total wreck. Vessels carrying passengers between the China ports (including Hongkong) are not under the regulations of the Passenger Act, nor touched by the local Ordinance, No. 8 of 1871. The whole of the cargo was under water, and therefore sustained considerable damage, but not much was lost.

T. P. Fleming, the chief officer of the *Hailoong*, was the next witness. His evidence was substantially a corroboration of the Captain's. When he was sent away in the *Bombay* his orders were to go and get what assistance he could from the nearest port, and return to the wreck. Went to Amoy and returned in the *Hai-Ching*. Witness had no deviation table. They were kept by the Captain. Witness, however, knew practically that the compasses deviated very little.

The evidence of the Chief Engineer was also corroborative of the account given by the Captain. The Court came to its decision before separating, but unfortunately the public have to wait nearly a week before they can know anything about it. It will be published in the *Gazette* of Saturday.

THE DISTURBANCE AT YANG-TSE-POO.

The *Courier* gives the following particulars of the *emeute* of the villagers at Yang-tse-poo on 15th inst.

The Municipal Council, having resolved to build a bridge over the Yang-tse-poo Creek in continuation of the Yang-tse-poo Road eastwards towards Woosung, and having, so long ago as the Consular Meeting held in January last, secured from the Taotai the requisite powers, the contract for the construction of the Bridge was entrusted to Messrs. Farnham & Co., who commenced operations, some weeks ago. It will be remembered that, at the instigation of a land owner living a mile or two beyond Yang-tse-poo, some of the men who made and kept in repair the new road on this side of Yang-tse-poo were seized, or attempted to be seized, to be brought before the tribunal of a subordinate magistrate (Tangsting) in the City, on a charge of lowering the old embankment. The Municipal Police interfered, and through the Senior Consul the Taotai was appealed to authorize the construction and maintenance of the road, not only as far as, but beyond, Yang-tse-poo, along the river side embankment. The Taotai first of all appointed a Commission, consisting of the Chehsien and Chen of the Mixed Court, to visit the road along with the Senior Consul, and to report. The result was that the desired permission was given, subject to two conditions: 1st.—That the height of the existing embankment should not be lessened; and 2nd.—That compensation should be given forthwith for all the land needed for the construction of the new road. Apart from the hostile action of two petty mandarins, local warders of the embankment in question, instigated as they were by the landowner above indicated, there seemed no hostile feeling towards the road-making on the part of the country people. On the contrary, the Municipal Council having adopted the wise policy of entrusting the maintenance of the road to the people whose farms lie adjacent to it, and who, thus, from time to time, earn a few days' of the comparatively liberal pay of the Council, the country people are directly interested in the maintenance of the road, even apart from their own use of it. It was therefore thought that the new undertaking had nothing to fear from rustic opposition. The fact, besides, had been duly notified to the tepaou, and caused to be made publicly known that whatever of the country people's land was taken for the road would be duly paid for, which gave additional confidence in this respect.

But some ten days ago the people of Yangtse-poo village, and of the neighbouring district, to the number it is said of 150 in all, led on by an elderly woman, who they allege is insane, but who perhaps, is only endowed with a double portion of a vixenish spirit, attacked Messrs. Farnham's workmen, drove them off from the works, and carried off the scaffolding from which the piles for the bridge were being driven in on both banks of the river. For reasons which we have not yet got explained, Messrs. Farnham sent no notice of this to the police: the work was resumed and steadily pursued till about 25 piles were driven.

But on Sunday last the country people, again led on by their rustic Semiramis, gathered in crowds round the works and drove the workmen away. The police, therefore, were applied to, and yesterday morning at 7 o'clock Inspector Stripling with two constables and an interpreter, was on the spot. Every thing seemed perfectly quiet and the villagers well disposed. When questioned as to why they were dissatisfied, and why they obstructed the building, they denied the latter charge, saying the only interruption was caused by the mad old woman and some other women and children. This falsehood gives ground for believing that the leadership of the crazy old woman is one of those specious pretexts the Chinese are such adepts in using. Mr. Stripling traversed the country for two or three miles looking out for the scaffolding that had been carried off. He did not find it, but everybody was quiet and civil. Failing to see the tepaou, he left a friendly message for him that the wood had better be restored, and thinking there was no chance of any serious disturbance, he left Constable Davis on the look-out, and returned to Shanghai.

In the afternoon, the United States Consul-General having been applied to, it was deemed prudent to send a deputation, consisting of Chen, magistrate of the Mixed Court, A. A. Hanse, Esq., acting Interpreter to the U. S. Consulate, and M. Goryell, Esq., member of the Municipal Council, along with Mr. Blethen, of Farnham & Co's, to explain to the country people how carefully their property would be respected, and compensation be made for what was taken. But this considerate action was far from having succeeded. The "mad old woman" came again to the front, this time with a chopper in her hand, raving like a sybil and threatening Chen with dire vengeance. The foreigners of the party had to interfere to prevent actual violence. At length, however, peace was restored, the upright intentions and action of the Council and the perfectly legal procedure of the contractors was explained, and the party left, thinking that all misunderstandings had been effectually dispelled.

But their backs were scarce turned when the "mad old woman" went for the Constable, she and two other women forming the advanced guard, while a crowd of men came up as the main body behind. With much abusive language the virago came on, the policeman calmly stood; his calmness added to their fury, till they finally assailed him with their nails and threw him to the ground. The men by this time were on him. Recovering his feet he used his truncheon with such effect as to open up a way out for himself, and made for Messrs. Farnham's, where fortunately he met Inspector Stripling. Five police officers, fully armed, and a number of Volunteers were speedily at the village, but the villagers on their approach evacuated the place and fled across country. Five or six men were found hiding in the lofts over their houses, and one or two more were caught lurking about. There was a lively chase over the fields after the fugitives. It was thought particularly desirable to secure the old woman, who was seen scuttling off with a good lead. But she ran like a deer and secured her retreat. Mr. Stripling was now informed by the tepaou that the missing wood had been found, and he pointed it out to the inspector, lying perdu close to the house of "the mad old woman." Truly there was a method in her madness!

The male ringleader, whose hand Davis had laid open with his truncheon, was traced to his house by the blood stains, but he was no longer there. Another track of blood-marks led towards the creek, so that two at least carry with them marks of the affray. The party then returned to Shanghai, taking the two female lieutenants of the old woman with them. And this morning the "mad old woman" herself was handed over to the Police by the tepaou. The two former were brought up at the Mixed Court to-day, but remanded till their husbands can be produced.

The country people allege, but we presume incorrectly, that when they went to the Taotai about compensation for their land he referred them to the Municipal Council, and when they went to the Council they were referred back to the Taotai, till they got exasperated with this shuttlecock game.

At the Mixed Court the next day the woman who led the Yang-tze-poo rioters, and the male ringleader whose head was broken by the policeman, were brought up for examination. As they were arrested on a Chehsien's warrant, the Chehsien was on the bench.

The woman, described as "old and mad," is about 35 years of age. She had spent the night in a most excited state, showing undoubted signs of mental aberration, and when brought into Court seemed stupid from exhaustion. At first nothing could be got out of her, but by-and-bye she had a sort of hysteric paroxysm which found vent in that grand outlet for all female grievances—a good cry. This seemed to calm her nerves, as she then proceeded to tell with all artlessness that she had been told to do so and so by her neighbours, and she had done so. The chopper with which she had attacked Chen had been given her by the male prisoner. This confirmed the impression conveyed by the account of the disturbance which we gave yesterday, viz., that the villagers trusting that her sex and her imbecility would save her from punishment, had cunningly sought to make use of her first as a catspaw to gain their end, and then as a buffer to ward off retribution. But they have been foiled in both respects. The Chehsien sternly questioned the male prisoner how he, or his fellow villagers dared to obstruct a work that had been sanctioned by the Taotai months ago, and the manner in which he referred to the lending of the chopper to the woman to attack a mandarin boded no good to the culprit. Prisoner tried to make it appear that it was the women who raised the row, and he had only gone out to try and make peace. But the evidence of constable Davis was conclusive that prisoner had repeatedly tried to seize and assault him (Davis), and that when he made off rather than use his sword or revolver, prisoner pursued him for some distance with a hoe.

The Chehsien ordered him into the city to be dealt with there. The insane woman was remanded along with the other women, whose husbands have not yet turned up.

A CHINESE CUSTOM-HOUSE FOR HONGKONG.

(*N. C. Daily News.*)

At the last sitting of the Legislative Council of Hongkong over which he presided before taking his leave of the Colony, Sir Richard MacDonnell made a statement of some interest beyond the limits of the island. It may be remembered that, some months ago, we commented on the extraordinary scene which occurred when, Sir Richard MacDonnell being absent on leave, the Honble. Mr. Ryrie asked a question respecting some communications said to have passed between the Foreign Customs at Canton and the Local Government. The impression left at the time was that certain members of the Government had entertained a project for the erection, in British waters, of a branch of that Government, to enable the Chinese Government to collect, under the British flag, a revenue which its own corruption and inertness alone prevented it raising in its own ports. Our own ideas on the subject were strongly expressed at the time, and we pointed out that the proposed scheme was one detrimental, not merely to the Colony, but to British trade with China in general, and this opinion fortunately coincided with those of the non official members of the Legislative Council. It is therefore with some satisfaction that we learn, from the official report, His Excellency's statement referred to above, that the question had apparently dropped, "as no concession of the kind seemed probable on British soil, or under the British Flag." It seems difficult to comprehend the position into which the Local Government of the Colony allowed itself to drift during the absence of the Governor; in fact, its meetings had degenerated into little better than schoolboy wranglings, where the game was for the official or acting official members to employ their opportunities in snubbing, so far as possible, the non-official. Sir Richard MacDonnell administered a well-timed rebuke, by the official declaration that the Colony was "much indebted to the non-official members for the firm attitude they had assumed when the matter was brought to their notice by the Local Government." We have before mentioned our suspicion that Sir Richard had in his composition some of the stuff of which tyrants were made. We are, however, willing to acknowledge that tyrants have their use in this world. Accustomed all their life to go in leading strings and receive orders from a superior, officials are, of all other classes, the worst to trust with discretionary power. The ordinary merchant, accustomed all his life to come in contact with the external world and, to form his judgment from actual experience has the advantage of men bred up to obey orders and to reduce to a minimum their own responsibility. When freed from restraint, the latter is apt to run riot and mistake predilection for judgment, and in such case some controlling authority, such as that of the past Governor, is needed to restore him to a reasonable frame of mind. The question of the proposed establishment of the Custom-house was one on which the non-official members were peculiarly fitted to form an opinion, yet the correspondence seemed to have been carried on by some members of the Government without consultation or reference to them. It is highly unlikely that any ordinance affecting British trade and British interests, so strongly opposed as the scheme for establishing foreign Custom-houses on British soil by the British residents in the Colony, would have received the Royal assent; still the instance is instructive, and the remarks made by Sir Richard MacDonnell should not be forgotten. Had the non-official members, faint-hearted at their minority in the Council, allowed injurious ordinances to be passed without protest, an amount of mischief might have been caused which it would have taken years to remedy. Mr. Ryrie and Mr. Rowett fought against odds, but they have at least the satisfaction of learning that their action has met with the approval of the highest colonial authority. Now that so explicit a statement has been made on the subject of the Custom-house, we hope that energetic means will be taken to prevent the interference with British trade caused by the cruisers prowling around in colonial waters. We notice that, rendered confident by the impunity they had hitherto enjoyed, one of these craft had the temerity to enter the harbour and drop anchor amongst the Chinese trading vessels. It is satisfactory to find His Excellency prepared to take steps to prevent the recurrence of such an event; but matters must have arrived at a high pass indeed, when such an idea could have entered into the minds of the Chinese advisers. A feather shows how the wind blows, and this most recent attempt at interference will, not unlikely, awake even the official mind to the practical state of the matter. Sir Arthur Kennedy will have a heavy task to remedy the evils into which a *laisser faire* policy has allowed the Colony to drift.

CORPORAL PUNISHMENT IN CHINA.

(*Courier.*)

The punishments inflicted on the criminals at the Mixed Court recently were revolting to many members of our community, some of whom, not naturally squeamish, are known to have turned away sickened from the ocul spectacle they had gone out of their way to witness. Refined minds do shrink from the infliction of pain and from the sight of physical suffering, unless when the nerves are strung by some active excitement as in war or the chase. This feeling is undoubtedly creditable to the nineteenth century, but it is as well to remember that it is entirely an outgrowth of the very latest stages of Christian civilization; and that, when we find races which are far behind ourselves in the development of their humanity, it is unfair to condemn them for their cruelty according to the high standard which we have learned to apply to ourselves. Although torture has gone out of fashion in western countries, it is not so very long ago that it was practised in England and Scotland under the sanction of the law, and in some countries of Europe it is scarcely a century since it was resorted to in criminal trials as a means of eliciting evidence. Yet now, the mere thought of the barbarities then practised excites a feeling of horror in all cultivated minds, apart from the sense of outraged justice involved in the cruel punishment of persons not yet found guilty. There is, however, a very wide distinction between torture applied as means to conviction, and punishment properly so called. The latter may be cruel and disgusting, but it is not open to the charge of injustice. The severity of punishment varies according to the refinement of society, and the necessity that exists for repressing lawlessness. In general the total abolition of corporal penalties, has been the tendency of criminal law reform in Europe, but experience has shown that, in England at least, the progress towards this result had been somewhat too rapid. The criminals themselves were not refined enough to be touched by the purely moral suffering of their temporary restraint, so long as they lived in well-fed prisons, ate wholesome and convenient food, and stimulated their circulation by gently cultivating rose-trees or mowing their own bowling-green. The disgrace of revelling in all the comforts of this life with one side of their dress of a different colour from the other, did not weigh heavily on the minds of some abandoned ruffians, and on the whole, violations of law and order, ceasing to be attended with serious consequences, became more frequent than society found altogether pleasant. A certain coarse-grained description of criminals were found, in fact, to be amenable to nothing but physical punishment, and for their special benefit the "Cat" was reintroduced into Newgate, and is now, we believe, in full swing within the venerable precincts.

What the essential differences between an English and a Chinese flogging may be we are not in a position to state with precision, but we are willing to concede that the latter has considerably the advantage in point of barbarity. Beating on the mouth with a leather strap is very probably more severe than the "punishment" which pugilists are in the habit of inflicting on each other in the exuberance of animal spirits. In a word, the scourging and flaying at the Mixed Court are, to our ideas, shockingly cruel.

It is, of course, unfortunate that the Chinese form of criminal procedure should ever have to take its course in vindication of the rights and immunities of foreigners whose own forums are of a much milder type. But, as it would be impossible, without first conquering the country, to impose any foreign code of laws on the natives of China, it follows that, if they are to be held amenable to penalties at all, it must be under their own prescribed forms. Whether foreign officials might with advantage interpose for the mitigation of punishment in cases where foreigners are concerned, would depend on the particular circumstances of each case. In favour of such a course there is certainly this consideration, that, under purely Chinese management, the nominal severity of the sentence is frequently modified by means of bribes, a form of corruption which could never be countenanced by any foreign official, so that the sentence when executed under foreign supervision involves in reality a heavier punishment than when left to the uncontrolled influence of native usages. This, however, would be uncertain ground for a Consul to tread upon. What is clearly within his province is to see that the proper persons are punished. The severity of the sentence may or may not be legitimate subject of interference, but there should be no room for doubt as to its justice; for the just incidence of punishment is, after all, more important than its exact measure.

HARBOURS AND LIGHTHOUSES.

It has always seemed to us that too narrow a view has been taken at Peking of the question of the maintenance and improvement of the harbours in China. Apart from the question of the misappropriation of the Tonnage dues, whose proper distribution, as arranged in the treaties, is mainly towards lighting and buoying the approaches, there lies the further and more important matter of the actual conservation of the ports. This is one of those matters, beyond the mere stipulations of treaties, which demand to be argued on far wider and more general grounds. As the matter stands, the argument put forward is simply this. The Chinese Government derives annually, from foreign trade at Shanghai, we will say some Taels 100,000 as tonnage dues; it has mismanaged this sum persistently for many years, but very great pressure being now applied, it is willing to open a Dr. and Cr. account with the foreign representatives, and this it considers is all that can in fairness be required of it. Now we are by no means prepared to allow that, having expended the amount raised as tonnage dues, the Government is free from all further obligation. The matter of harbour conservation is, as we take it, by no means a matter of debit and credit, nor is it a matter merely affecting foreign trade. It is pre-eminently one in which not only the foreign, but the entire trade of China is interested; and as the tonnage dues form really so insignificant a portion as they do, of the revenue derived from trade, it believes the Government that a sum bearing some proportion to that revenue should be apportioned to such purpose. Compared with the revenue of the foreign Customs alone, the Tonnage dues form a very minute portion; yet the foreign Customs revenue depends in great measure on the readiness of approach; and any cause having a tendency to interfere with the latter, must have a depreciatory effect on the former. Again, the foreign Customs revenue forms only a small portion of that accruing from the seaborne trade of China, and it cannot be denied that the latter is, if not at present directly, yet by inference in the future, almost as much interested in the latter as the former. It is not in plain words, foreign trade which would alone suffer by the deterioration of the Woosung river. Foreign and native interests are becoming too closely allied to be discussed on seperate grounds, and what bids fair to injure one, must have its equivalent effect on the other. Looking at the remote possibility of the closure of the port of Shanghai by the destruction of the means of approach, would any one have the boldness to say that foreign interests or foreign capital only would suffer? and what is true of the whole is, *part passu*, equally true of the part. Shanghai has *de facto* become the great emporium for central and northern China, and no other spot has equal facilities for occupying this position. Capital, native as well as foreign, has been sunk in raising it to this position, which is one directly beneficial to the Chinese Government, whether we regard its dues derived from foreign or native trade. Are all these benefits to be thrown away, and the capital of its own as well as foreign subjects jeopardised, merely because the foreign tonnage dues are of limited amount? We opine that no practical man could for one moment pretend to uphold such an opinion in the face of the facts; yet it is one which seems to find favour amongst the advisers of the Chinese and external nations, in Peking. It is in fact one of those peculiar phases of the ideal, which show how peculiarly inapt centralisation is to practical results. We may adduce an instance from our own experience. How long, for instance, would the Clyde bare remained undredged, had every matter of detail therewith connected to be referred to the decision of the Collector of Customs at London? Where would the Liverpool Docks have been, in a similar predicament? Experience at Home teaches us that for such purposes local bodies,—be they harbour trusts, or dock commissioners, or ballast boards,—are required, and that matters of local improvement are best carried out by those whose interests are centered on the spot. Let us imagine a nearer case, and suppose that every road requiring to be made in the Settlements had first to be referred to Peking. How many reasons for not doing a thing would be discovered, and how much practical advance would be made at the end of a quarter of a century? The very platitudes gravely put forward by the Foreign Ministers in their recent despatches are a proof, were such needed, of how little is to be expected from reference to Peking. While they are arguing on abstract questions, the Woosung bar is silting up and our wharves are becoming unapproachable. For such purposes as harbour improvement we do not conceive that small levies on trade are objectionable, but it is above all essential that they should be faithfully devoted to the required objects. If the present rate of tonnage dues at Shanghai is inadequate to the end, let a fairer levy be decided on, but whatever rate is to be settled as an extreme limit must, for the reason above stated, be equally leviable on native craft. Above all, it must be assessed by and paid over to responsible parties, who have both the local knowledge and the local interest to see that it be properly applied. There is no insuperable difficulty in creating a body of Woosung Conservators, or a Shanghai Harbour Board; but for the success of such an organisation it is essential that it should faithfully represent local interests, and be entirely independent of official or non-official interference from Peking.—*N. C. Daily News.*

HONGKONG.

A correspondent has contributed the following to the *N. C. Daily News*:—

The island of Victoria is nine miles long and four wide. It consists of a rugged volcanic ridge, running from east to west. There are six peaks from 1,000 to 1,800 ft. high. The harbour had long been known as safe and commodious, but was not much used till during the war, when foreign vessels anchored here in great number, and the settlement naturally sprung up on shore which took the name of Hongkong, "fragrant streams,"—the name applied by the natives to the locality, on account of the fine clear streams of water in the neighbourhood. Hongkong is unfortunately on the north side of the highest peak of the mountain, exposed to the cold blasts of winter and sheltered from the cooling breezes of summer.

There is here no occasion for weary ascent of tower or hill to get a view of the city. As the enterprising shopkeeper exposes his goods upon shelves one above the other, so the people of Hongkong exhibit their pretty houses arranged in terraced rows along the hill side. There is no point commanding a better view of the city than the harbour. We anchored some time in the night, and going on deck in the morning, found the island and city, like a pretty picture, spread out before us. The steamer was far enough from the shore for the eye to take in, at a glance, the city, with its houses rising in terraces one above an other, and the mountain, towering far above and overshadowing all. We leaned over the rail, and stood a long time enjoying the beauty of the scene. The large harbour or bay is completely "land-locked," as the sailor would say. Opposite to Hongkong are low hills, with here and there a native village or foreign building in the valleys. Conspicuous is the jail, a fine well built stone structure, which might be advertised "to let," for since the prisoners board and lodge their keepers in prison, the authorities have ceased to send the culprits to such an out of the way and unsafe place. Perhaps this circumstance has led to the better system of out-door manual labor—once adopted, but, unfortunately, abandoned in Shanghai. You see the convicts at work in companies of twenty-five or fifty, breaking stones for the roads or trundling them on wheelbarrows to their destination. They are usually chained together in pairs and well attended by armed police. Any attempt to escape, and a rifle ball would be sent whizzing after the runway. They have plenty of healthful out-door exercise, good food, and no doubt sleep well when their work is done. What better situation for men who have proved themselves unworthy of greater liberty?

As you stand on deck in the harbour, directly before you, and near the water's edge, is the City Hall, one of the finest buildings in the East. It contains a large public hall, for concerts, theatricals, &c., a fine ball-room, Chamber of Commerce rooms, &c., on the second floor. In the first story is a Reading-room and Library. To the left is the Governor's residence and the Botanical Gardens. A little further on is the Cathedral, nearly hidden in the trees, and at a convenient distance the Barracks. The sugar refining establishment, the distillery, Race-course and Cemetery are a mile or two away, in or near what is called "Happy Valley."

But let us land and ascend some of those streets. Many of them consist of broad flights of stone steps directly up the mountain side. If you walk along the terraced streets you may find your feet as high as the roofs of the houses on the next street below.

The robberies committed in broad daylight, on the streets, have given Hongkong an unenviable notoriety. But great improvements have been made in the police force, and the morals of the (native) residents keep pace. It is an English colony, and the common-sense system inaugurated at home may, by and by

For Sale.

VICTORIA EXCHANGE.

SAYLE & CO.,

Are now showing their new Stock for the Spring and Summer Season.

Black and Blue BROAD CLOTHS.
3/4 and 6/4 Light Fancy TWEEDS.
Silk and Wool and all Wool FLANNELS.
White and Colored DRILLS and DUCKS.
White and Fancy VESTINGS.
ALPACCAS, MERINOS, PARAMATTAS.

PAJAMAS and DRESSING GOWNS.

Black and Drab Felt HATS.
White and Colored Straw HATS.
Panama HATS.
TIES and SCARVES, in the latest styles.
UMBRELLAS.

Linen and Paper COLLARS, new shapes.
White and Colored Cotton & Lisle HOSIERY.
Gauze Merino VESTS and PANTS.
Silk UNDER VESTS.

Cotton and Linen SHEETINGS.
Damask NAPKINS and CLOTHS, all sizes.
Linen and Cotton TOWELS.

SOAP and PERFUMERY.

TAILORING in all its branches, under the superintendence of experienced CUTTERS.

FURNISHING DEPARTMENT.
Hearth RUGS and Sofa CARPETS.
DAMASKS and REPS.
New TRIMMINGS and Curtain LOOPS.
Lace CURTAINS.
Toilet QUILTS and ANTI-MACASSARS.
Brass and Mahogany Curtain POLES.
Embroidered, Printed and Velvet TABLE COVERS.
Musquito NETS.
Coir MATS and MATTING.
FLOOR CLOTHS.
PORTMANTEAUS.

For Ladies' Advertisement see To-morrow's Issue.

BRANCH ESTABLISHMENT,
Corner of Nanking and Szechuen Road,
SHANGHAI.

NO. 2 CIGARS, Fortin, May 1871.
do. do. Sandnay, May 1871.
do. do. Fortin, November 1871.
do. do. Bilibid, October 1871.
No. 2 CHEROOTS, Cavite, December 1871.
REYNOLDS & Co.
tf 606 Hongkong, 1st April, 1872.

FOR SALE.

CHAMPAGNE VEUVE CLICQUOT-PONSARDIN, REIMS,
in Cases of 3 doz. Quarts,
1 doz. Quarts,
and, 2 doz. Pints.
SANDER & Co.,
Sole Agents for China, Japan and Manila.
tf 2151 Hongkong, 15th December, 1871.

FOR SALE.

BENJ. & EUG. PERRIER'S CHAMPAGNE.
ROYAL SILLERY.
CARTE BLANCHE.
LANDSTEIN & Co.,
Sole Agents in Hongkong.
3m 431 Hongkong, 4th March, 1872.

J. AND R. TENNENT'S ALE and PORTER.
DAVID CORSAR & SONS'
Merchant Navy, Navy Boiled, Long Flax, Crown } CANVAS.
ARNHOLD, KARBERG & Co.
tf 1130 Hongkong, 11th May, 1867.

BREAKFAST CLARET, FOR FAMILY OR MESS USE.
125 BOTTLES OF VERY GOOD BREAKFAST CLARET,
(Red Seal).
Selected by the undersigned, may be had for $24.
G. DUBOST & Co.
3m 566 Hongkong, 25th March, 1872.

THATCHAM'S BRANDY in 1 doz. cases.
" SHERRY " 3 "
" PORT " 2 "
" CLARET " 1 "
BIRLEY & Co.

NOW READY.

IMPERIAL QUARTO.

ENGLISH AND CHINESE DICTIONARY
WITH THE
PUNTI AND MANDARIN PRONUNCIATION.
An ANGLO-CHINESE DICTIONARY, published at the *Daily Press* Office, Hongkong.

FOR comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work, the following facts are submitted for consideration. Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully, with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

It comprises upwards of two thousand large quarto pages.

TRUBNER & Co.,
60, PATERNOSTER ROW:
W. H. BELL,
"DAILY PRESS" OFFICE, HONGKONG.

Houses, Lands, Tenements, &c.

TO-LET.

TO LET,
From the 1st of June next.
THAT commodious and well-known BUNGALOW, situated in the Albany, (in the rear of Mr. W. H. ALEXANDER's house), at present occupied by Messrs. HUGHES and BOTTOMLEY, containing six rooms, with Bathrooms, Out-offices, and a three-stalled Stable, and having a splendid Garden all round the premises.
For particulars, apply at *No. 16, Lyndhurst Terrace.*
tf 737 Hongkong, 22nd April, 1872.

TO LET.
With Possession on the 1st of May.
4 LARGE OFFICES on the First Floor of House No. *44, Queen's Road Central*, with Verandah (50 feet), facing Queen's Road, and an entrance also from Stanley Street.
Apply to G. DUBOST & Co.
3m 703 Hongkong, 16th April, 1872.

TO LET.
HOUSE No. 12, Shelley Street. Apply to
ROZARIO & Co.
1m 482 Hongkong, 9th March, 1872.

TO LET.
NO. 1, Pechili Terrace, Elgin Street. Apply to.
LANE, CRAWFORD & Co.
tf. 467 Hongkong, 7th March, 1872.

TO LET,
With immediate possession.
THOSE desirable PREMISES on the Ground-floor of the Hongkong Hotel, particularly adapted either for a store or for offices.
For further particulars, apply to
THE MANAGER.
tf 438 Hongkong, 6th March, 1872.

HOUSES TO LET
IN various Parts of Hongkong. A list of HOUSES with *size, locality* and *terms* can be seen at the Store of Messrs. BLACKHEAD & Co., Queen's Road West.
BARRINGTON & ALGAR.
tf 311 Hongkong, 20th February, 1872.

TO LET.
(Possession from 1st March next.)
THE HOUSE No. 7, West Terrace, Castle Road. Apply to
J. P. DA COSTA.
tf 224 Hongkong, 1st February, 1872.

TO LET.
(With immediate possession).
THAT highly desirable and commodious Family residence, "FAIRLEA," situated in Bonham Road West, and formerly in the occupation of ROBERT MCMURDO, Esq. There are 12 Rooms, 3 Stalled stable, Coach-house, Harness Room, large Kitchen, Garden, and Pleasure Grounds, Gas and Water laid throughout. Apply to
ED. SHARP & TOLLER,
Solicitors.
tf 172 Hongkong, 25th January, 1872.

TO LET,
(With possession on or about the 1st January, 1872).
THE PREMISES in Wyndham Street, now occupied by the "German Club." Water and Gas laid on. Apply to
WILSON & SALWAY,
Architects, &c.
tf 1846 Hongkong 27th October, 1871.

TO LET,
(With possession on 1st January, 1871).
THAT very desirable BUNGALOW, situate at *Pokfoolum*, and known as "BELMONT," at present in the occupation of J. MENKS, Esq. Bowling Alley, Coach House, 4-stalled Stable, &c., attached. Water laid on. Apply to
GILMAN & Co.
tf 2192 Hongkong, 17th December, 1870.

TO LET.
FIRST-CLASS Granite GODOWNS, at *Wanchai*, from 12 to 30,000 piculs capacity. Apply to
S. E. BURROWS & SONS.
tf 1790 Hongkong, 17th September, 1869.

TO LET.
A COMMODIOUS HOUSE, No. 23, situated in Elgin Street. Possession can be obtained from 15th January. Apply to
D. NOWROJEE & Co.,
Opposite to ORIENTAL BANK.
tf 23 Hongkong, 3rd January, 1872.

TO LET,
With possession on 1st January.
THE PREMISES in Queen's Road, now in the occupation of Messrs. SCHELLHASS & Co. Apply to
DOUGLAS LAPRAIK & Co.
tf 7 Hongkong, 1st January, 1872.

TO LET.
FIRST-CLASS Granite GODOWNS, at Wanchi. Apply to
ROB. S. WALKER & Co.
tf 41 Hongkong, 9th January, 1871.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the DOCK COMPANY'S ESTABLISHMENTS at the above Port afford every facility, at moderate charges, for
REPAIRING AND SPARRING VESSELS
AND
CLEANING AND PAINTING IRON SHIPS AND STEAMERS.

THEIR LARGE GRANITE DOCK,
Has 286 feet length on the blocks, and at average spring tides can receive Vessels of 16 to 17 feet draught. It has a
CAISSON GATE, AND POWERFUL CENTRIFUGAL STEAM-PUMP,
And an Engineers' work-shop fitted with Lathes and Tools, driven by steam. Iron and Brass Foundries, Boiler-makers' shop, a large Smithy, and Carpenters' and Boat-builders' sheds. All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, Vessels drawing 12 feet.

Spars, Timber, and other Dockyard material kept in stock.

Quarters for Officers, and a DRY GODOWN or STORES, of Vessels under repair.
tf 2317 Amoy, December, 1868.

FOOCHOW DOCK.

RIVER MIN.

THE above granite floored DOCK, of the following Dimensions, viz: Length, 300 feet, Breadth at Bottom, 40 feet, is capable of receiving Vessels drawing 13 to 16 feet, as the state of the Tides will allow. The Dock runs dry to the Blocks and is pumped out by Steam.

The above premises comprise a large Machine-Shop, containing a,
WHITWORTH'S 12-INCH SCREW CUTTING GAP LATHE,
DRILLING AND SCREWING MACHINES,
A LARGE SMITHY, &c., &c., &c.

Large Godowns are on the premises for STOWAGE OF CARGO, &c., &c. A large Stock of Woods, Metal, &c., &c., always on hand.

The Dock Steam Tug, *Woosung* is available at all times to tow vessels to or from Sea, at current rates, on application to
J. S. LAMONT,
Superintendent.

The list of Charges for lighting or remetalling vessels can be obtained from Messrs. NORTON, LYALL & Co., Hongkong, Messrs. LANE, CRAWFORD & Co., Shanghai.
tf 876 May3

CARD.

AYRES & CO.,
AUCTIONEERS AND GENERAL COMMISSION AGENTS.
No. 24, QUEEN'S ROAD CENTRAL.
Weekly Sales every Monday, and Proceeds Paid on Wednesdays.
tf 6 Hongkong, 2nd January, 1872.

WING-KEE COAL SHOP.

THE Proprietor of WING-KEE Shop begs to inform the Public that his Shop has been established since 1855, at *Endicott's Lane*, and that he has always a great quantity of Best COAL in store for Sale. Gentlemen or Shipmasters wishing to patronise him, are requested to apply at his Shop.
1y 750 Hongkong, 24th April, 1872.

Insurances.

COMPAGNIE LYONNAISE D'ASSURANCES MARITIMES.

Société anonyme libre au Capital de 6,000,000 de francs (un quart versé.)

THIS Company, being associated for purposes of Marine Insurance in the Far East, with the
LLOYD FRANCAIS, Capital of 6,000,000 frcs.,
And with the CIE FRANCAISE D'ASSURANCES MARITIMES,
Capital of ..... 5,000,000 frcs.,
Offers to the ASSURED the Security of a collective Capital of ..... 17,000,000 frcs.
Agencies established, and Policies made payable in Lyons, Paris, London, Marseilles, Calcutta, Bombay, Yokohama, Hongkong and Shanghai.
The undersigned having been appointed Agents in China for the above-named Company, are prepared to accept Marine risks, foreign or coastwise, at current rates.
RUSSELL & Co.
tf 1377 Hongkong, 23rd July, 1870.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS 750,000 TAELS.

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.
In addition to the usual Brokerage, this Association now returns to all policy holders *One-third of its yearly profits* on Insurance business, divided *pro rata* to the net premium contributed.
RUSSELL & Co.,
Agents.
tf 1089 Hongkong, 26th December, 1870.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above-named Company, are prepared to grant Policies against Sea Risks at current rates.
RUSSELL & Co.
tf 1022 Hongkong, 1st April, 1865.

THE LIVERPOOL AND BOMBAY TRADERS' INSURANCE COMPANY.

THE undersigned having been appointed Agents for the above Company at this port, are prepared to grant Policies against Marine Risks at current rates.
HOLLIDAY, WISE & Co.
tf 777 Hongkong, 25th April 1870.

THE LONDON ASSURANCE.
INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.

THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—
MARINE DEPARTMENT.
Policies at current rates, payable either here in London or at the principal Ports of India, China, and Australia.
FIRE DEPARTMENT,
Policies issued for long or short periods at current rates.
LIFE DEPARTMENT,
Policies issued for sums not exceeding £5,000 on reasonable terms.
HOLLIDAY, WISE & Co.
tf 1927 Hongkong, 1st November, 1870.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.
HOLLIDAY, WISE & Co.
tf 1958 Hongkong, 15th October, 1868.

NORTH-GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE undersigned having been appointed Agents for the above Company, are prepared to accept risks against Fire on the usual terms.
SIEMSSEN & Co.,
Agents.
1a3m 662 Hongkong, 9th April, 1872.

DRESDEN INSURANCE COMPANY FOR SEA, RIVER, AND LAND TRANSPORT, DRESDEN.

THE undersigned having been appointed General Agents in China for the above Company, are prepared to accept risks and issue policies of Insurance at the current rates of Premium.
CARLOWITZ & Co.,
General Agents in China.
6m 2193 Hongkong, 15th December, 1871.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings, or on Goods stored therein.
DOUGLAS LAPRAIK & Co.
tf 717 Hongkong, 9th November, 1869.

NOTICE.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

FROM this date, there will be no fee charged for Policies issued by this Company.
AUGUSTINE HEARD & Co.,
Secretaries.
tf 1877 Hongkong, 1st November, 1871.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

THIS Company, with its Head Office at Hongkong, and Agencies at the various Treaty Ports in China and Japan, is prepared to issue Policies of Insurance, at the current rates of Premium at the respective places.
AUGUSTINE HEARD & Co.,
Secretaries.
tf 557 Hongkong, 1st April, 1871.

NOTICE.

THE QUEEN INSURANCE COMPANY.

THE following rates will be charged in future for SHORT PERIOD Insurances, viz:—
Not exceeding 10 days, ½ of the annual rate.
Not exceeding 1 month, ¼ do. do.
Above 1 month and not exceeding 3 months, ½ do. do.
Above 3 months and not exceeding 6 months, ¾ do. do.
NORTON, LYALL & Co.,
Agents the Queen Insurance Company.
tf 242 Hongkong, 22nd January, 1870.

NOTICE.

IMPERIAL FIRE OFFICE.

FROM and after this date the following rates will be charged SHORT PERIOD Insurances, viz:—
Not exceeding Ten days ¼ of the annual rate.
Not exceeding 1 month ½ of the annual rate
Above 1 month, and not exceeding 3 months, ¾ do. do.
Above 3 months and not exceeding 6 months, ⅞ do. do.
Above 6 months the full annual rate.
GIBB, LIVINGSTON & Co.,
Agents, Imperial Fire Insurance Company.
tf 675 Hongkong, 13th August, 1869.

THE QUEEN INSURANCE COMPANY

CAPITAL—TWO MILLION STERLING.

THE Undersigned having been appointed Agent for the above Company at this port, are prepared to grant Policies against Fire, to the extend of £10,000, on Buildings or on Goods stored therein.
NORTON, LYALL & Co.
tf 241 Hongkong, 22nd January, 1870.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.
AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.
Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.
No charge for Policy fees.
JAS. B. COUGHTRIE,
Secretary
Hongkong, 1st November, 1871. [tf 385

Insurances.

OCEAN MARINE INSURANCE COMPANY, LONDON.
INCORPORATED 1859.
CAPITAL, £1,000,000.

THE Undersigned having been appointed Agents for the above Company, are prepared to accept Marine Risks and issue Policies at current rates.
AUGUSTINE HEARD & Co.
tf 1351 Hongkong, 7th June, 1867.

LONDON AND PROVINCIAL MARINE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above Company, are prepared to grant Marine risks at current rates.
AUGUSTINE HEARD & Co.
tf 471 Hongkong, 6th March, 1868.

UNIVERSAL MARINE INSURANCE COMPANY, LIMITED, (OF LONDON).

THE Undersigned having been appointed Agents for the above Company at this Port, Shanghai, Foochow, Hankow, and Yokohama, are prepared to accept Marine Risks at Current Rates.
GILMAN & Co.,
Agents.
tf 437 Hongkong, 9th March, 1871.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

REDUCTION IN THE RATES OF PREMIUM.
Detached & semi-detached Dwelling Houses, removed from town, and their contents. } ½ per cent. per annum
Other dwelling Houses used strictly as such, and their contents. } ¾ "
Godowns, Offices, Shops, &c., and their contents. } 1 "
GILMAN & Co.,
Agents North British and Mercantile Insurance Company.
3 tf 883 Hongkong, 10th March, 1865.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

FROM and after this date the following rates will be charged on SHORT PERIOD Insurances, viz:—
Not exceeding 1 month ¼ of the annual rate
Above 1 month, and not exceeding 3 " ½ do. do.
Above 3 months and not exceeding 6 " ¾ do. do.
Above 6 months the full annual rate.
GILMAN & Co., *Agents.*
North British & Mercantile Insurance Company.
tf 696 Hongkong, 7th April 1868.

IMPERIAL FIRE INSURANCE COMPANY
REDUCTION IN THE RATES OF PREMIUM.

UNTIL further notice the following Annual Rates will be charged for Fire Insurance viz:—
Detached & semi-detached Dwelling Houses removed from town, and their contents. } ½ per cent.
Other dwelling Houses, used strictly as such, and their contents. } ¾ per cent.
Godowns, Offices, Shops, &c., and their contents. } 1 per cent
GIBB, LIVINGSTON & Co.,
Agents Imperial Fire Insurance Company
tf 864 Hongkong, 7th March, 1865.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents of the above Company at this Port, are prepared to grant Policies against Fire to the extent of $30,000 on Buildings, or on Goods stored thereon.
GIBB, LIVINGSTON & Co.
tf Hongkong, 24th August, 1864.

IMPERIAL FIRE INSURANCE CO.

FOR Insuring Houses and other Buildings Goods, Wares, Merchandise, Manufacturing and Farming Stock, Ships in Port, Harbours, or Dock, and the Cargoes of such Ships; also, Ships Building and Repairing; Barges and other Vessels on Navigable Rivers and Canals, and Goods on board such Vessels throughout Great Britain and Ireland, and in FOREIGN COUNTRIES, FROM LOSS OR DAMAGE BY FIRE.

The Undersigned, Agents for the above Company, are prepared to grant Policies against FIRE to the extent of $60,000 on any one First Class Risk.
GIBB, LIVINGSTON & Co.
Hongkong, 1st January, 1867.

MERCHANT'S MUTUAL MARINE INSURANCE COMPANY OF SAN FRANCISCO.

ENGAGED EXCLUSIVELY IN MARINE INSURANCE.
Paid up Capital—$500,000.00.

THE Undersigned having been duly appointed Agents of the above Company, are prepared to accept Marine Risks on the usual terms.
OLYPHANT & Co.
tf 1292 Hongkong, 2nd July, 1868.

THE GUARDIAN FIRE AND LIFE ASSURANCE COMPANY.
No. 11, LOMBARD STREET, LONDON, E.C.
ESTABLISHED 1821.
And empowered by special Acts of Parliament.
Subscribed Capital ..... £2,000,000. *Sterling.*
Total invested Funds upwards of 2,750,000 "
Annual Income " " 320,000 "

THE Undersigned having been duly appointed Agents for the above Company, are prepared to take risks against Fire, on the usual terms.
OLYPHANT & Co.
tf 2317 Hongkong, 7th December, 1869.

NOTICE.

ROYAL INSURANCE COMPANY.

THE annual rates for Fire Insurance on the various classes of Buildings and their contents will remain as follows until further notice, viz:—
Detached and semi-detached Dwelling Houses (removed from the town) and their contents. } ½ per cent
Other Dwelling Houses (similarly situated) and their contents } ¾ per cent.
Offices and Godowns and their contents. } 1 per cent
Other Risks by Special arrangement.
The following rates will be charged for SHORT PERIOD Policies:—
Not exceeding 10 days ¼ per cent.
Not exceeding 1 month ½ per cent.
Above 1 month, and not exceeding 3 " ¼ "
Above 3 months, and not exceeding 6 " ½ "
Above 6 months, the full annual rate of 1 "
ROBT. S. WALKER & Co.,
Agents, Royal Insurance Company.
tf 1763 Hongkong, 13th September, 1869.

NOTICE

FROM and after this date the following rates will be charged for SHORT PERIOD Insurances, viz:—
Not exceeding Ten days ¼ of the annual rates
Not exceeding 1 month ½ do. do.
Above 1 month, and not exceeding three months. ¾ do. do.
Above 3 months and not exceeding six months. } do. do.
Above six months the full annual rate.
JARDINE, MATHESON & Co.,
Agents, Alliance Fire Assurance Company.
tf 678 Hongkong, 26th August, 1868.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.
137, LEADENHALL STREET, LONDON.
ESTABLISHED 1843.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.
A. McIVER, *Agent.*
tf Hongkong, 1st July, 1867.

VARNUM D. COLLINS, DENTIST,
7, *ALBUTHNOT ROAD,*
HONGKONG.
tf 231 Hongkong, 2nd February, 1872.

THE TOURISTS' GUIDE.—REDUCED PRICE $1.
Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti, and Mandarin Pronunciation.
Also a few copies of the GRAMMAR of the Chinese Language, in two Parts.
The Daily Press Office.

Business Announcements.

J. THOMPSON'S KALYDOR SOAP Contains a large percentage of Glycerine in combination with other ingredients of the most Emollient kind.
By the constant use of the SOAP, the ill effects of extreme climates upon the complexion will be prevented, and a youthful softness and freshness imparted.
THE PERFUME IS RICH AND ENDURING.
Prices, 4d. and 6d. per Tablet; and 6s. Boxes of Three Cakes, 1s. and 1s. 6d. the Box.
FACTORY: 12, SOUTHAMPTON ROW, LONDON.
2y 320 WHOLESALE AND FOR EXPORTATION. [Feb. 17

KEATING'S COUGH LOZENGES Upwards of fifty years' experience has fully confirmed the superior reputation of these Lozenges, in the cure of ASTHMA, WINTER COUGH, HOARSENESS, SHORTNESS OF BREATH, and other PULMONARY MALADIES.
KEATING'S WORM TABLET,
a purely VEGETABLE SWEETMEAT, both in appearance and taste, furnishing a most agreeable method of administering a well-known remedy for INTESTINAL or THREAD WORMS.
It is a perfectly safe and mild preparation, and is especially adapted for children.
KEATING'S PERSIAN INSECT DESTROYING POWDER.
This powder is quite harmless to animals, but unrivalled in destroying Fleas, Bugs, Entmets, Flies, Cockroaches, Beetles, Gnats, Mosquitoes, Moths in Furs, and every other species of insect in all stages of metamorphosis.
Sold in packets, tins, and bottles, of various sizes.
CAUTION.—The public are requested to observe that all the above preparations bear the Trade Mark.
6y 624] Sold by all Chemists and Druggists. [Mar 16

LEA AND PERRINS' Celebrated WORCESTERSHIRE SAUCE,
DECLARED BY CONNOISSEURS TO BE THE ONLY GOOD SAUCE.
CAUTION AGAINST FRAUD.
The success of this most delicious and unrivalled Condiment having caused certain dealers to apply the name of "Worcestershire Sauce" to their own inferior compounds, the Public is hereby informed that the only way to secure the genuine, is to
ASK FOR LEA & PERRINS' SAUCE,
and to see that their names are upon the *wrapper, labels, stopper,* and *bottle.* Some of the foreign markets having been supplied with a spurious Worcestershire Sauce, upon the wrapper and labels of which the names of Lea and Perrins' have been forged, L. and P. give notice that they have furnished their correspondents with power of attorney to take instant proceedings against *Manufacturers* and *Vendors* of such, or any other imitations by which their right may be infringed.
Ask for LEA & PERRINS' Sauce, and see Name on Wrapper, Label, Bottle, and Stopper.
Wholesale and for Export by the Proprietors, Worcester; Crosse and Blackwell, London, &c., &c.; and by Grocers and Oilmen universally. [1y 318 Apr. 6

BRAGG'S VEGETABLE CHARCOAL OR PURE CARBON
is one of the most Effectual Preservers of Health ever offered to the public. By its action in absorbing all impure gases in the stomach and bowels, it affords speedy relief in all cases of ACIDITY, BILE, DYSPEPSIA, INDIGESTION, IMPURE BREATH, &c., and is invaluable in cases of, and is the best known preventative to Yellow and other Fevers. It is largely used and recommended by all the highest medical authorities in England. Sold in Bottles by—
J. L. BRAGG, 2, Wigmore St., Cavendish Sq., London.
Agents for Hongkong: Messrs. A. L. WATSON & Co., dispensary. [1y 1462 Aug. 19

OAKEY and SON'S EMERY and BLACK LEAD MILLS.
BLACKFRIARS ROAD, LONDON, ENGLAND.

OAKEY'S WELLINGTON KNIFE POLISH. Packets, 3d. each; tins, 6d., 1s., 2s. 6d., and 4s. each.

OAKEY'S INDIA RUBBER KNIFE BOARDS, from 1s. 6d. each.

OAKEY'S SILVERSMITHS' SOAP (NON-MERCURIAL),
For Cleaning and Polishing Silver, Electro-plate, Plate Glass, Marble, &c.
Tablets, 6d. each.

OAKEY'S GENUINE EMERY, GRAIN AND FLOUR.

OAKEY'S EMERY AND GLASS CLOTH.

OAKEY'S CABINET GLASS PAPER, BLACK LEAD, &c.

OAKEY'S GOODS SOLD EVERYWHERE by Ironmongers, Grocers, Oilmen, Brushmakers, Druggists, &c. [1987 1y N18

DINNEFORD'S FLUID MAGNESIA.
The best remedy for
ACIDITY of the STOMACH, HEARTBURN, HEADACHE, GOUT and INDIGESTION; and the best mild aperient for delicate constitutions, especially adapted for Ladies, Children, and Infants, and for *regular* use in Warm Climates.
DINNEFORD & Co., Chemists, London, and of Druggists and Storekeepers throughout the world.
N.B.—Ask for DINNEFORDS' MAGNESIA, and see DINNEFORD'S Friction Gloves and Belts.
1y 319] Agents.—A. S. Watson & Co., Hongkong. [Feb 17

LAMPS! LAMPS!! FOR KEROSENE, PETROLEUM, & PARAFFIN.
WRIGHT & BUTLER,
EXPORTERS & MANUFACTURERS.
AMERICAN BURNERS AND FITTINGS.
Photographs upon Application.
Everything appertaining to this Trade.
Orders must be sent through an English house, or accompanied by 60 days' draft.
BIRMINGHAM—New John Street West.
1y 2206] LONDON—Commercial Street, Shoreditch. [D 23

YORKSHIRE RELISH.

THE most delicious, cheapest, and has the largest sale of any Sauce in the World. To be had of Grocers, Druggists and Oilmen in large bottles at 6d., 1s. and 2s. each. Proprietors, GOODALL, BACKHOUSE & Co., Leeds, England. Purveyors of Sauce to the London Exhibition, 1871. [525 Mch 16

JOHN MOIR & SON, ABERDEEN,
Would direct the attention of their customers to the following New Preparations:—
STRAWBERRIES IN SYRUP for Ices, Omelettes, &c. In this Preparation the fine flavour of the Aberdeen Strawberries is perfectly retained, and the quality will be found unequalled.
MELTON MOWBRAY PIES for Breakfast and Luncheon.
KIPPERED MACKEREL.
CORNED BRISKET OF BEEF.
HOME FRUITS IN SYRUP.
SMOKED SAUSAGES.
ABERDEEN SAVOURY SAUSAGES.
J. M. & S. are now sending out their Jams, Jellies, and Tart Fruits of this Season's Preserving of very superior quality.
These articles may be had Retail of the best Provisioners throughout the World, or Wholesale at the
ABERDEEN PRESERVED PROVISION FACTORY,
56, Virginia Street, Aberdeen.
N.B.—All Tins sent out by us, in addition to our usual Labels, are stamped "J. MOIR & SON, ABERDEEN." None other are genuine. [321 Feb. 17

ENGLISH GOODS
(VIA SUEZ CANAL)
AT CHEAPEST RATES.
D. NICHOLSON & Co., Silk, Woollen and Manchester Warehousemen (Wholesale and Retail) India, Colonial and Foreign Outfitters, 50 to 52, St. Paul's Churchyard, (Corner of Cheapside). London. Established 1843.
Invite the attention of OFFICERS of both Services, and FAMILIES residing in India and China to their Illustrated 180 page Catalogue, sent Post free, containing full particulars as to Woollen, Silk, and Cotton Goods of every description.
Ladies' clothing, Linens, Hosiery, Gloves, Ribbons, Haberdashery, Jewellery, &c.
Contractors for Military and Police Clothing and Accoutrements.

Household Furniture	Cutlery	Byers
Musical Instruments	Carriages	Preserved Provisions
Ironmongery	Saddlery & Harness	Stationery
Fire-arms	Boots and Shoes	Books
Agricultural Implements	Wines	Toys, &c., &c.
	Ales	

Shipped at Lowest Export Prices.
Sole Agents for the "Wanzer" and the "Britannia" Sewing Machines for the City of London.
Foreign Produce Disposed of for a Commission of 2½ per cent.
Price List can be had of Messrs. Wheatley & Co., Bombay.
D. NICHOLSON & Co.,
50, 51 & 52, St. Paul's Churchyard, London.
Terms—Not less than 50 per cent. to accompany Indents and Balance against Bills of Lading. [26] 2123 Dec. 9

NOW READY

THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANT,
By Dr. DEVAN, with many Additions, Corrections, and Dr. WILLIAMS' Orthography.
Price: In Paper Wrappers, ...$1.50
Neatly Bound, ... $2.00
Apply at the *Daily Press* Office.

NOTICE.

THE undersigned, Sweet-meat Dealers' Shop, has been established at Canton, for a number of years, and *we have no other branch elsewhere than the one established in this City.* The success of this most delicious and unrivalled Preserves has caused some impudent and evil disposed persons at Hongkong and Macao (who are eager to obtain money by illegal means), to apply the name of "CHY LOONG" to their own inferior Goods. Thus the Public is cheated; but what good will be to the evil disposed who will be punished by the visitation of God? The Public are, therefore, requested to send their orders direct to our establishment at Canton, Honam, and this is the only way in which they can obtain our Genuine Goods.
CHY LOONG.
Sweet-meat Dealers' Shop, Canton.
6m 1854 Canton, 30th October, 1871.

Vessels on the Berth.

FOR SHANGHAI,
Taking Cargo and Passengers at through rates for HANKOW, NINGPO, *and* PORTS, *in* JAPAN.
THE O. S. S. Company's Steamship
"ANTENOR,"
will be despatched TO-DAY, 27th instant, at 11 A.M.
BUTTERFIELD & SWIRE,
Agents.
2d 778 Hongkong, 26th April, 1872.

FOR HANKOW *via* SHANGHAI.
THE Union S. N. Company's Steamer
"GLENGYLE,"
will be despatched for the above ports THIS AFTERNOON, the 27th instant, at 4 o'clock.
For Freight or Passage, apply to
OLYPHANT & Co.,
Agents.
3d 766 Hongkong, 27th April, 1872.

FOR SWATOW, AMOY, AND FOOCHOW.
THE Steamship
"DOUGLAS,"
Capt. Toppin, will be despatched for the above Ports TO-DAY, the 27th inst., at 5 P.M.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
3d 772 Hongkong, 25th April, 1872.

FOR MANILA.
THE Steamship
"EMERALD,"
will leave for above port TO-DAY, the 27th current, at 5 P.M.
For Freight or Passage, apply to
E. J. SAGE.
3d 773 Hongkong, 27th April, 1872.

FOR LONDON *via* SUEZ CANAL.
THE O. S. S. Co.'s Steamship
"HECTOR."
will be dispatched on or about 2nd May.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE.
Agents.
7d 779 Hongkong, 26th April, 1872.

FOR FOOCHOW AND SHANGHAI.
THE British Steamer
"GORDON CASTLE,"
J. Campbell, Master, will leave as above on TUESDAY next, the 30th instant, at 3 P.M.
For Freight or Passage, apply to
MELCHERS & Co.,
Agents.
5d 770 Hongkong, 26th April, 1872.

FOR LONDON *via* SUEZ CANAL.
THE Peninsular & Oriental Company's Steamship
"SUNDA,"
will load at Whampoa and Macao for the above port, and will have quick despatch.
For Freight, apply to
DEACON & Co., *Canton and Macao.*
AND
A. McIVER,
Superintendent.
P. & O. S. N. Co's.
Hongkong, 25th April, 1872. [tf 768

STEAM TO SHANGHAI.
THE P. & O. S. N. Co.'s Steamship
"DECCAN,"
will leave for the above place about 24 hours after the arrival of the next English Mail.
A. McIVER, *Superintendent.*
P. & O. S. N. Co.'s Office,
Hongkong, 25th April, 1872. [tf 767

STEAM TO YOKOHAMA.
THE P. & O. S. N. Co.'s steamship
"MADRAS,"
will leave for the above place shortly after the arrival of the next English Mail.
A. McIVER, *Superintendent.*
P. & O. S. N. Co.'s Office,
Hongkong, 23rd April, 1872. [tf 761

FOR SINGAPORE AND PENANG.
THE Steamship
"UNITED SERVICE,"
Captain Roper, will have immediate despatch for the above ports.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
tf 742 Hongkong, 23rd April, 1872.

FOR SHANGHAI (*direct*).
THE British Steamer
"PARNASSUS,"
from London, expected to arrive here on Friday next, the 26th instant, will have immediate despatch for the above mentioned port.
For Freight, apply to
HOLLIDAY, WISE & Co.
tf 739 Hongkong, 22nd April, 1872.

FOR SAIGON.
THE American Steamer
"DANIEL JEAN RICHARD,"
Captain Nicholls, will have immediate despatch for the above Port.
For Freight or Passage, apply to
FREDERIC DEGENAER.
tf 706 Hongkong, 16th April, 1872.

FOR TAIWANFOO.
THE German Barque
"HONGKONG,"
Jacobson, Master, will load as above at cheap rates, and have quick despatch.
For Freight or Passage, apply to
WM. PUSTAU & Co.,
Agents
tf 759 Hongkong, 24th April, 1872.

FOR SAN FRANCISCO.
THE A 1 American Clipper-barque
"ALDEN BESSE,"
Captain Besse, will have immediate despatch for the above ports
For Freight or Passage, apply to
ROZARIO & Co.